

CHP Strategic Plan 2008

Planning and Analysis Division Quarterly Report

Quarter Reporting: January – March 2008

Goal:

Prevent the loss of life, injuries, and property damage.

Strategy #1:

Focus on enforcement of primary collision factors (PCF) through visible, proactive patrol utilizing proper deployment of resources, and public education.

Action Steps:

- a. Maintain oversight of driving under the influence (DUI), under age drinking and multi-cultural grants to support field activities directed toward drinking and driving.

Research and Planning Section (RPS) staff continues to provide oversight for several driving under the influence (DUI) and under age drinking grants and programs. Additionally, the staff provides support of multi-cultural projects throughout the state through the El Protector Program, Beyond El Protector, and the Asian Community Outreach Program.

- b. Assist the field in educating the public through driver's safety pamphlets, brochures, and posters.

Research and Planning Section staff continues to provide information to the public related to driver safety through the Start Smart Program as well as through several DUI and under age drinking grants, and the Impact grant. RPS staff is currently working closely with Mike Brown, Deputy Secretary for Public Safety, in preparing a prospectus outlining the goals for the Older Californian Traffic Safety Task Force and securing funding for the program. Unfortunately, promotional items are on-hold pending results of the testing for toxic material.

- c. Seek grant funding for future projects to target under age drinking.

The Teen Choices II grant targeting under age drinking and the Designated Driver II grant began on October 1, 2007. Staff is currently working on concepts for 2008/09 grant concepts in early 2008.



- d. Ensure certification, repair, and assignment of lidar/radar units to field commands.

During this reporting period the following radar activities occurred: International Association of Chiefs of Police (IACP) Radar Recertification Requests were issued to 77 Areas containing 449 test authorizations for units expiring April through June 2008. In addition, 136 Area Requests for Service were received and processed, resulting in 127 radar repair orders issued to the field. The out of warranty repair invoices approved during the reporting period totaled \$18,000 and the IACP radar certification invoices approved during the reporting period totaled \$89,800.

- e. Procure and distribute new lidar units to Divisions for assignment to the field.

During this reporting period, a purchase order was issued by Department of General Services (DGS) for 485 new handheld lidar units. RPS anticipates delivery of these units by June 2008, and deployment to the field by July 2008.

- f. Procure and distribute new radar trailers to Divisions.

The Department received 23 new additional changeable message sign radar trailers during this reporting period. The trailers are in the process of being registered and prepared for deployment by Fleet Operations Section. These trailers will be used to replace and augment the oldest trailers in the fleet (purchased in 1990-1993). RPS anticipates the deployment of these trailers to the field by June 2008.

- g. Utilize DUI grant funding to award mini grants to schools participating in the Every 15 Minutes (E15M) Program.

During this quarter, departmental personnel conducted 282 informational presentations of Every 15 Minutes (E15M) programs (204), Sober Graduation events (29), and other CHP alcohol reduction education programs (49). In addition, the Department facilitated 29 E15M programs and 37 other California Highway Patrol (CHP) alcohol reduction education programs. Over 33,700 students and over 1,400 faculty members participated in the informal presentations and programs.

Additionally, during this reporting period, 35 new inquiries regarding E15M programs were received and 37 contract requests for mini-grants to facilitate the programs were initiated. Area Public Affairs Officers (PAO) continue to work with participating schools and community-based organizations to organize the program at each school.



- h. Utilize DUI grant funding for DUI sobriety checkpoints, DUI roving patrols, and DUI saturation operations.

January was the kick-off for the new statewide DUI grant, AL0849, Statewide Enforcement and Education Operations Targeting DUI (STOP DUI) II. RPS oversees the largest element of this grant, focusing on DUI enforcement. The grant's enforcement period runs from January 1, 2008, through December 31, 2008. The grant will fund 100 sobriety/driver license checkpoints, 65 DUI task force operations, and 36,116 hours of proactive DUI roving patrol.

During this first reporting period, departmental personnel completed three grant-funded sobriety checkpoint operations resulting in 857 vehicles screened and 4 DUI arrests. Additionally, eight DUI task force operations were completed, resulting in 48 DUI arrests. Finally, 1,657 overtime hours were expended during January and February for proactive DUI roving patrol.

- i. Coordinate the use, repair, and replacement of portable alcohol screening (PAS) devices, as well as, portable evidential breath testing (PEBT) devices in the field.

During this reporting period, the Department continued to utilize portable alcohol screening (PAS) and portable evidential breath testing (PEBT) devices in the field. In January, a purchase order was issued for approximately 780 new PAS devices which will be used to supplement existing inventory and replace older equipment. It is anticipated these new devices will be received and deployed to the field by June 2008. RPS staff also processed approximately 149 repair requests for PAS devices and accessory equipment.

- j. Continue to provide public education, traffic safety presentation, and informational material for child passenger safety. Hold child safety seat check-ups and fitting stations. Continue training and recertification of Child Passenger Safety Technicians. Ensure the Department's child passenger safety coordinator continues to monitor the Occupant Safety Awareness grant to ensure the field is effectively utilizing funds in both education and enforcement.

During this quarter, three 40-hour child passenger safety (CPS) technician training classes were conducted, where 50 new technicians and one new instructor were trained. Further, eight departmental personnel attended training courses through allied agencies. Border and Southern Divisions hosted 8-hour recertification classes during this quarter which are required to recertify. To that end, at least 21 CHP technicians re-certified through Safe Kids Worldwide. Departmental personnel conducted traffic safety presentations and child safety seat (CSS) events statewide where child safety seats were distributed to those in need. Area office fitting stations



conducted CSS inspections and distributed child safety seats as well. On January 25, and February 29, 2008, staff from RPS attended PAO Conferences in San Diego and Central Division respectively, to address current grant goals and objectives and offered ideas to enhance their occupant restraint programs. On February 25-26, 2008, RPS sponsored an exhibit booth at the Discover the Connections Childhood Injury Conference in Sacramento. Various entities were in attendance and thanked the CHP for the educational materials handed out. Promotional items were received in support of the Statewide Highway Restraint Enforcement Campaign Grant, but are awaiting approval to be distributed to the field offices. The remainder of infant seats (1,164) was distributed to field Divisions for the field offices to disseminate to the public at fitting stations.

- k. Continue to administer the Department's Start Smart program and conduct teen driver safety education classes throughout California to aid newly licensed teen drivers (15–19 years of age) become aware of the responsibilities that accompany a licensed California driver.

Research and Planning Section staff continues to administer the Start Smart program throughout the state. RPS personnel attended the California League of High Schools Conference January 10-13, 2008, to promote the Start Smart Program. The conference was very successful with several schools expressing interest in the program. In addition, several courts have mandated juvenile drivers to attend the Start Smart classes as part of their sentencing and traffic school requirements. Moreover, RPS will be scheduling a Start Smart train-the-trainer course in Sacramento in August to further assist Areas.

- l. Export the CHP's Start Smart Teen Driver Safety Education Program to allied agencies statewide. Provide training, course outline, and promotional materials for allied law enforcement agencies to enable them to reproduce and present the Start Smart program independently.

Research and Planning Section staff has contacted Division and Area PAOs regarding the solicitation of allied agencies for the upcoming Start Smart Allied Agency grant. RPS also provided information regarding the grant to PAOs which is to be disseminated to the allied agencies. In addition, RPS drafted a letter from Commissioner Joe Farrow addressed to all Chiefs and Sheriffs in the State of California regarding the upcoming Start Smart Allied Agency grant.

- m. Continue to administer the Department's "Right Turn" program for middle school students.

Research and Planning Section staff continues to administer the "Right Turn" program throughout the state. RPS personnel attended the California League of Middle Schools Conference February 28 to March 2,



2008, to promote the Right Turn Program. The conference was very successful with several schools expressing interest in the program.

- n. Conduct the Department's annual public affairs conference to maintain effective deployment of resources while administering statewide traffic safety education to the public.

The public affairs conference was cancelled due to budget cuts. Consequently, RPS has been attending PAO meetings in their respective Divisions in order to provide updates on programs. RPS advised on the proper administration of the various community outreach and traffic safety education programs available to them, media relations training and program updates, and recruitment program updates.

- o. Administer the Department's High School Seat Belt Challenge grant.

During the first quarter of 2008, the California High School Seat Belt Challenge, **impact**, was initiated in 27 high schools throughout California. PAOs continue to make presentations to high school administrators, encouraging them to challenge local schools to improve seat belt use among their student body.

- p. Respond to correspondence from the public to answer questions regarding the Department's operations, and to provide traffic safety education.

Research and Planning Section staff continues to respond to public e-mails regarding traffic safety education and complaints. Additionally, numerous letters of response were prepared to answer a variety of traffic related questions from the public.

- q. Mail letters to drivers who violate California's child passenger safety laws.

Five Spotter letters were sent to individuals who were spotted violating the CPS restraint laws.

- r. Develop public awareness campaigns to combat DUI through the administration of the Designated Driver Program.

Research and Planning Section staff continues to facilitate the Designated Driver Program (DDP). Through DDP, RPS purchased electrical advertisement space at two professional sport venues in Stockton. A partnership was established with both the Stockton Thunder Hockey team and the Stockton Ports Baseball club, acquiring electric advertisement displays to air 30 second public safety announcements (PSA) concerning the importance to not drink and drive. Both teams will show these PSAs at each home game during the 2007/2008 season. It is estimated that over half a million spectators will be impacted by these advertisements.



- s. Utilize National Highway Transportation Safety Administration and Office of Traffic Safety (OTS) (Section 2010) funds to promote the Department's California Motorcyclist Safety Program (CMSP).

Special Projects Section (SPS) staff met with the Department's public relations contractor in early January 2008 to discuss the public relations elements contained in the motorcycle safety grant. The TMD Group, Inc., the departmental public relations contractor, submitted a proposal for the purchase of radio air time and pre- and post-market research. The proposal was immediately sent to Planning and Analysis Division (PAD) for review and approval.

Upon PAD's review of the TMD Group Inc., proposal, it was determined the public relations funding could be used more efficiently. As a result, the Grants Management Unit revised the project agreement in March 2008 to reflect the enhancement of the California Motorcyclist Safety Program (CMSP) website for wider public education and outreach. As such, the proposed change to the project agreement shows the CMSP website will include comprehensive safety messages including sharing the road with motorcyclists, motorcycle safety videos, state licensing requirements, CMSP course availability, and other pertinent motorcyclist safety information. Additionally, the revision earmarks a portion of the public relations funding to produce and distribute high impact motorcyclist safety brochures, pamphlets, and other printed materials for use at safety fairs, presentations, dealerships, and other applicable venues.

- t. Ensure CMSP operated in an efficient and safe manner by the contractor.

Please see response for item s.

- u. Coordinate and administer a Motorcycle Safety Summit.

No activity reported this quarter.

- v. Select seven problematic roadway segments for grant-funded overtime experiencing a high number of injury and fatal collisions.

Corridor #1 — The identified DUI corridor(s) are Interstate (I)-5 and I-805 located in San Diego County. The duration of this project is April 1, 2007, through March 31, 2009.

DUI Corridor #2 — The identified corridor is State Route (SR)-1 located in Monterey County. The duration of this project is August 1, 2007, through July 31, 2008. The project is currently in the preparation phase.

DUI Corridor #3 — The identified corridor is SR-184 located in Kern County. The duration of this project is December 1, 2007, through November 30, 2008. The DUI Corridor identified task force members met



and conducted the first task force (TF) meeting on January 8, 2008. The Department and TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor. The Bakersfield Area deployed over 699 officer overtime hours on the corridor segment during this reporting period. Provisional statistics reported by the Bakersfield Area indicate 0 fatal and injury victims attributed to DUI on the corridor, which is a 100 percent decrease for both goals.

College DUI Corridor #4 — The identified corridor(s) are United States-101 and SR-217 located in Santa Barbara County. Both of these roadways are located near the University of California, Santa Barbara (UCSB) campus. From January through March 2008, the College DUI Corridor achieved a 25 percent decrease in DUI driver victims, maintenance of DUI fatal victims, and a 33 percent decrease in DUI injury victims, when compared to the number for the same months during the January 1, 2005, through December 31, 2005, base period. The TF held its second meeting on January 15, 2008. The peer education coordinator continues to update and add to the Separate the Keys from the Keg (SKFK) website with video clips and links to other alcohol and drug sites. The website is very successful and well-received in providing an anti-drinking and driving message, and information to UCSB students and the surrounding communities. The student group conducted half-time activities at campus athletic events to promote designated driving and anti-DUI traffic related education, and will continue these efforts throughout the program operations phase.

College DUI Corridor #5 — The identified corridor(s) are SR-101, SR-255, and SR-299 located in Humboldt County. All of these roadways are located near the Humboldt State University (HSU) campus. From January through March 2008, the College DUI Corridor achieved maintenance of DUI driver victims, DUI fatal victims, and DUI injury victims when compared to the number for the same months during the January 1, 2006, through December 31, 2006, base period. The TF held its first meeting on March 18, 2008. The peer education coordinator along with the student group, have planned activities to promote designated driving and anti-DUI traffic related education, and will continue these efforts throughout the program operations phase.

Pedestrian Corridor #6 — The identified corridor is SR-28 located in Placer County (Truckee Area). The corridor is comprised of a 9.25-mile segment of SR-28 between Tahoe City and Kings Beach and indicates a high occurrence of pedestrian-involved fatal and injury collisions in recent years. Enforcement begins on April 1, 2008, and will continue through March 31, 2009. The TF met for its second of four meetings on February 20, 2008, where ideas were discussed and implemented to achieve maximum enforcement efforts to reduce pedestrian involved collisions.

Pedestrian Corridor #7 — The identified corridor is Stockton Boulevard and Florin Road, in Sacramento County (South Sacramento Area). The corridor is comprised of 17 miles of county roadway along Florin Road and Stockton Boulevard. The Florin Road segment is bordered by Florin-Perkins Road to the east and by Franklin Boulevard to the west. The Stockton Boulevard segment is bordered by 14th Avenue to the north and Elsie Road to the south. These county roadways have a high occurrence of pedestrian-involved fatal and injury collisions. Enforcement will begin on August 1, 2008, and will continue through July 31, 2009. An initial meeting took place on March 14, 2008, to discuss planning and procedures for conducting the corridor grant.

- w. Monitor usage of enhanced enforcement on the seven selected road segment.

No activity reported this quarter.

- x. Initiate and manage overtime contracts for joint enforcement involving California Highway Patrol (CHP) and allied agencies.

No activity reported this quarter.

- y. Assist in the development of artwork and procurement of materials for public education and awareness campaigns focusing on identified PCFs.

No activity reported this quarter.

- z. In response to officer safety concerns, explore the roadway characteristics of injury collisions where the uniformed CHP employee was parked or standing near the traveled way.

Officer Safety (Roadway Characteristics) — During the first quarter, SPS staff developed a research proposal for consideration by the Departmental Occupational Safety Board to review various aspects of the roadside officer safety issue. National statistics showing an alarming increase in officer deaths were provided to RPS during the quarter. The Department's "Sequential Light Study" from the 1970's was found to contain some historical information that may be of value.



Goal: Maximize Service to the Public and Assistance to Allied Agencies.

Strategy #2:

Collaborate with allied agencies and other traffic safety stakeholders to assess community needs.

Action Steps:

- a. Continue oversight of the statewide grants that target DUI, under age drinking, child safety seat violations, as well as, educational efforts in the proper use of occupant restraints in several multi-cultural communities. We partner with many allied agencies and private sectors in our outreach efforts.

Research and Planning Section staff continues oversight of several statewide grants which target DUI, under age drinking, seat belt use, and CPS restraints.

- b. Continue oversight of the Designated Driver, EI Protector, Youth Mentoring, and explorer programs. These statewide projects target DUI and mentor youth at a young age. We partner with many allied agencies and private sectors in our outreach efforts.

Research and Planning Section staff continues to monitor outreach programs throughout the state. The Explorer Program is expanding with the addition of posts in Moorpark and Needles Areas.

- c. Publishing of the Zenith, Badges of Honor, and Perspectives magazines to promote morale statewide. The magazines highlight individual and Area office accomplishments. These publications are made available with special requests.

Research and Planning Section staff continues to develop and publish departmental publications, i.e., Zenith and Badges of Honor. In addition, RPS has met with several PAOs in their respective Divisions in order to solicit photographs, stories, and events to be included in the publication. The PAOs were also informed the Zenith 12000 magazine will include a section called "Reflections" which will be for the retired members of the Department.

- d. Continue to administer the Translation Services Program through a contracted translation services provider.

Research and Planning Section continues to facilitate the translation of traffic safety brochures through the translation services contract vendor. During this quarter, written and non-emergency translation services through the translation services contract which included 290 non-emergency telephone calls from the public, were conducted. Languages



which were requested for translation services were: Spanish, Vietnamese, Tagalog, Armenian, Russian, Mandarin, Mien, Korean, French, Hmong, Laotian, Mandarin, Punjabi, Cantonese, Hindi, and Serbian. During this same quarter, 12 documents were translated into the following languages: Spanish, Portuguese, and German.

- e. Continue to maintain the Redi-Ref to provide a brief synopsis of the California Vehicle Code and other codes related to traffic law enforcement. This publication is used by CHP commands and distributed free of charge to local law enforcement agencies.

The CHP 291, Redi-Ref (Rev. 2008), has been approved and is in the printing process at the Office of State Publishing.

- f. Continue managing the Department's Pursuit Reporting System (PRS). PRS is an Intranet-based database of pursuit data collected from Areas and Division offices, as well as, all law enforcement agencies. Provide statistical data as requested and compile yearly summary reports of pursuit data.

Research and Planning Section staff continues to monitor the Pursuit Reporting System for compliance with reporting requirements and provides monthly reports to Assistant Commissioner, Field. During this reporting period, staff prepared and submitted the 2007 Pursuit Report to the Legislature for review.

- g. Enlist allied agency participation via contractual agreements to provide enhanced enforcement on seven selected roadway segments for grant-funded enhanced enforcement.

DUI Corridor #1 — There are six allied agencies participating in this two-year project: Alcoholic Beverage Control (ABC); Chula Vista Police Department (PD); National City PD; San Diego County Probation; San Diego County Sheriff's Department (SD); and San Diego PD.

DUI Corridor #3 — TF members are comprised of local residents, representatives from local fire and PDs, and the sheriff's office. Behaviors negatively impacting the corridor were identified by the Department and TF members: DUI; DUI from farm and oil workers, and community; DUI violations by vacationing patrons; and under-age DUI. The TF representatives from the allied agencies have agreed to collaborate and support the solutions to the behaviors with participation in public awareness and education events.

College DUI Corridor #4 — The UCSB PD, Santa Barbara County SD, ABC, and CHP Santa Barbara Area continue to conduct roving patrols and DUI checkpoints in areas surrounding the UCSB campus and Isla Vista area. The allied agencies regularly attend the College DUI Corridor



TF meetings and provide input to the TF for dates and events as public education opportunities and enhancement enforcement. The UCSB Peer Education Program has been working closely with the Santa Barbara Area PAO in planning education activities at campus events. The UCSB Peer Education Program provides peer education and educational speakers. Additionally, peer educators and educational speakers make presentations to college and feeder high school students with a focus on the dangers of DUI of alcohol and/or drugs.

College DUI Corridor #5 — The Arcata PD and HSU PD will conduct roving patrol and DUI checkpoints in areas surrounding the HSU campus. The CHP is working closely with these departments to provide a concerted effort to decrease DUI collision victims among college-age students in the Humboldt-Arcata-Eureka area. While this project has contractual support from Arcata PD, HSU PD, and peer education group of the university, paid media contractual funding resources have been depleted in support of the prior corridor, and in support of both College DUI Corridor 1 and 2's peer education contractual obligations. The HSU Peer Education Program provides peer education and educational speakers. Additionally, peer educators and educational speakers make presentations to college and feeder high school students with a focus on the dangers of DUI of alcohol and/or drugs.

Pedestrian Corridor #6 — The CHP Truckee Area has incorporated the assistance of Placer County SD, Department of Transportation (Caltrans), and the North Lake Tahoe Resort Association (NLTRA) to devise strategies to maximize the effectiveness of the grant. These allied agencies have attended TF meetings in which several ideas were discussed and implemented for the beginning of the enforcement phase of the grant. The Placer County SD has also utilized involvement from local middle school students for ideas to best reflect the message of pedestrian safety to children and adults from the community. The NLTRA has provided helpful information regarding tourists and their respective impact on traffic safety.

Pedestrian Corridor #7 — The CHP South Sacramento Area has held an initial meeting to begin identifying the constituency of the TF. It was discussed in the meeting that the corridor rests within a multi-cultural area of Sacramento and there was a need for a representative from the local business association to be on the TF. The TF will be enacted by the next meeting prior to the beginning of the enforcement phase in August 2008.

- h. Convene task forces that include allied agencies and community stakeholders.

Please see response to item g.

- i. Collaborate with Caltrans or public works departments to identify possible short and long term solutions to identified traffic issues on the seven selected road segments.

Please see response to item g.

- j. Continue to increase allied agency participation in the California Law Enforcement Challenge (CLEC).

During this quarter, the Commissioners' Support Unit (CSU) completed the following: California Law Enforcement Challenge (CLEC) awards ceremony planning meetings were held with ABC, Office of Traffic Safety, and California State University, Sacramento on January 9, 2008, and February 13, 2008. The CSU also conducted two CLEC presentations at County Chiefs' meetings on January 10, 2008, and January 18, 2008.

The CSU conducted four CLEC "How-To" seminars (which are open to CHP and allied agency personnel) completing CLEC submissions for their respective Areas/departments during the quarter.

- k. Continue to promote the CLEC through presentations at the annual Traffic Safety Summit and the various Division Commanders Conferences.

No activity reported this quarter.

- l. Coordinate participation for the annual CLEC awards banquet.

No activity reported this quarter.

- m. Ensure timely submission of the Department's application for the National Law Enforcement Challenge (NLEC).

- Oversee the California Safety AMBER Network (CCSAN) to assist the public and allied agencies and ensure AMBER Alerts are issued appropriately and effectively in order to preserve the integrity of the program and to safely recover abducted children.

- ✓ Track the number of AMBER Alert requests received.
- ✓ Continually evaluate and implement improved means for distributing AMBER Alerts.
- ✓ Ensure departmental and allied agency CCSAN information is updated and amended as needed, and provide CCSAN training to departmental and allied agency members as warranted.

There were 14 AMBER Alert requests this quarter, resulting in seven activations. Five children were safely recovered, one child was murdered by his father, and one alert was determined to be hoax. In the wake of the tragic murder, Emergency Operations Section (EOS)

worked with Office of Media Relations to address several media inquiries, including participating in local television station interviews held within Emergency Notification and Tactical Alert Center (ENTAC).

Emergency Notification and Tactical Alert Center followed-up with and assisted the Los Angeles County Sheriffs Department after they activated an AMBER Alert where there were Emergency Alert System activation problems in the Southern California region.

Emergency Notification and Tactical Alert Center received a Commissioners Unit Citation for the unit's contributions to the AMBER Alert program.

- n. Assist allied agencies (in addition to departmental members) with conducting Counter Terrorism (CT) Watch checks.

Seven Counter Terrorism Watch checks were conducted this quarter.

Strategy #3:

Improve the quality and timeliness of reports.

Action Steps:

- a. Conduct weekly staff meetings to discuss upcoming project due dates.

During the quarter, weekly meetings with PAD include a review of the project log and projects due during the week.

- b. Maintain the use of project log folders to track and monitor due dates, and to ensure that supervisors and managers are reviewing and approving completed staff work.

Research and Planning Section and EOS staff continues to utilize and monitor the project tracking log/folders. Managers/supervisors routinely review and approve completed staff work.

Special Projects Section supervisors also review ongoing due dates with section staff to ensure projects are on track and to avoid any unnecessary delays.

- c. Maintain the Senior Volunteer Program as means to enhance resources that improve command operations and timeliness of reports.

Research and Planning Section staff continues to administer the Senior Volunteer Program. During this reporting period, two new programs have been established at the Donner Inspection Facility and in the Rancho Cucamonga Area. In addition, RPS is assisting the Modesto and

Monterey Area offices start a volunteer program. Community Outreach and Marketing Unit also participated in the annual Law Enforcement Volunteers of California conference held in Lodi with over 500 volunteers in attendance.

d. Weekly review of individual project due dates.

All section staff continues to utilize and monitor the project tracking log/folders. Managers/supervisors routinely review and approve completed staff work.

e. Weekly review of section due dates and reconciliation with the Planning and Analysis Division project log.

Planning and Analysis Division meets weekly to discuss the projects on the project tracking log for the current week, including due dates.

Goal: Manage traffic and emergency incidents.

Strategy #4

Reduce incident-driven traffic congestion.

Action Steps

a. Continue to monitor and respond to inquiries regarding the installation of 40 VHS Mobile Video/Audio Recording Systems (MVARs) to Oakland and South Los Angeles Areas. Evaluate the effectiveness of the MVARs units relating to emergency incidents and traffic management.

Transmitters have been purchased and distributed to Oakland and South Los Angeles Areas, replacing irreparable transmitters.

b. Administer the Department's plan to install 1,600 stand-alone digital mobile video audio recording systems in 1,600 patrol vehicles over two fiscal years.

Specifications for mobile video audio recording systems were approved by executive management and submitted to the Department of General Services (DGS). DGS reviewed the specifications and sent them to two potential bidders for their comments. As a result, and following consultation with departmental subject matter experts, minor modifications have been made and hopefully an invitation to bid will be posted on the DGS website during the second quarter of 2008.

- c. Incident Command System (ICS) roles and responsibilities training at the Traffic Management Center and Caltrans' Freeway Operations Academies.

The Freeway Operations (Fwy Ops) and Traffic Management Center (TMC) Academies have been updated reflecting the communication and coordination between Caltrans and CHP, specifically in regards to incident management and the 90-minute clearance goal. The Fwy Ops Academy is scheduled for April 15-18, 2008, and the TMC Academy is scheduled for April 22-25, 2008.

- d. Roles and Responsibility training for Caltrans and CHP personnel involved in MAZEPP/COZEPP operations.

The COZEPP/MAZEPP joint training was finalized during the quarter. The Transportation Planning Unit (TPU) staff is awaiting further direction on how to implement the joint training statewide.

- e. Assist in supporting Standardized Emergency Management (SEMS)/National Incident Management System (NIMS) training at all levels.

- ✓ Assist in identifying SEMS/NIMS course requirements; develop action plans to provide required courses within applicable time frames, and provide the training as appropriate.

Emergency Operation Section personnel continued to oversee National Incident Management System (NIMS) training requirements for field personnel. Current training requirements have progressed to the "maintenance" phase. Initial training in NIMS/Standardized Emergency Management was completed ahead of schedule. To date, approximately 1,200 personnel have been trained in Incident Command System (ICS) 300/400.

Emergency Operation Section personnel continue to teach First-line Supervisors Academy (FSA). The Academy has allowed personnel from the field who missed the ICS 300/400 training to attend FSA training.

Emergency Operation Section personnel have been actively engaged in monitoring changes to the National Response Framework and the Five Year Training Plan for its affect on the Department.

- f. In addition to SEMS/NIMS courses, provide or facilitate other emergency incident and homeland security related training and coordinate departmental participation in emergency incident and homeland security related exercises and drills (such as the Golden Guardian Homeland Security Exercise Series).

Emergency Operation Section personnel assisted Information Management Division (IMD) during several demonstrations of the Rapid Response/Incident Command Vehicles and their capabilities.

Emergency Operation Section personnel attended several Golden Guardian 2008 (GG08) meetings, conferences, and workshops with other state agencies and Office of Homeland Security (OHS) to plan for the Department's involvement in the statewide exercise. From these meetings and conferences, the Department's mission capabilities and performance activities have been drafted.

A Comm-Net outlining departmental involvement and procedures related to GG08 planning was created and disseminated to the field during the quarter.

Emergency Operation Section personnel attended OHS' Homeland Security Exercise and Evaluation and Planning training course. The course was designed to train and educate exercise planners to assist agencies participating in Homeland Security related exercises. The course content should assist EOS personnel in organizing and evaluating departmental involvement in GG08.

On March 12, 2008, ENTAC participated in the national cyber security exercise, "Cyber Storm."

g. Update and revise departmental emergency response policy.

- ✓ EOS will continue to develop and enhance departmental policies and procedures relative to emergency incident management and homeland security related activities and operations.

The revision for Highway Patrol Manual 50.1, Emergency Operations and Planning Manual, was completed and submitted to Publications and PAD for review during this quarter. The revision includes NIMS related information and directives and lessons learned from the Hurricane Katrina deployment; the draft represented over two years of development.

The Governor's Office of Emergency Services (OES) has initiated a project to revise and update the State Emergency Plan (SEP). Starting in January 2008, OES asked state organizations to participate in the SEP revision process through workshops, document reviews, and other meetings. EOS sent personnel during the quarter to these and "sub-committee" related meetings.

Emergency Operation Section personnel attended the following emergency incident management and homeland security related meetings/forums, whose contents and subject matter could affect departmental policies and procedures: Governors Emergency Operations Executive Council (GEOEC); Statewide Emergency Planning Committee; State Emergency Plan (see above);

Statewide Emergency Management Strategic Plan; OES/National Guard Potassium Iodide distribution planning; and Caltrans Transit Security Conference.

Emergency Operation Section personnel reviewed and provided assessments of a national Law Enforcement Deployment Team proposal and the proposed GEOEC Homeland Security Strategy.

Emergency Operation Section completed an emergency management/response chapter for the Commissioner's new planning/vision document.

Emergency Operation Section met with IMD and PAD to develop policies and procedures related to the Rapid Response/Incident Command Vehicles.

Additionally, EOS assisted the Kansas Highway Patrol with Continuity of Operations and Government research.

Strategy #5

Maintain high levels of emergency preparedness and effectively utilize the Incident Command System.

Action Steps

a. Develop a mass evacuation response plan.

- ✓ Assist and provide input for efforts as they relate to The Governor's Office of Emergency Services (OES) statewide regional evacuation planning program.

As reported above, OES is in the process of revising the SEP. One proposal includes establishing emergency support functions (ESF), similar to those contained in the National Response Framework. Mass evacuation is one of the areas being discussed for inclusion in either law enforcement or transportation related ESFs (or both). Therefore, EOS personnel have participated in these initial discussions.

b. Manage the Department's homeland security grant program in order to fund equipment purchases and programs that will assist in improving the Department's emergency response capabilities.

Emergency Operation Section personnel began "work" related to the 2008 Homeland Security Grant program, including attending OHS reporting procedure training and drafting guidance for departmental "Office of Primary Interest" for project submission.

- c. Effectively manage the Emergency Notification and Tactical Alert Center (ENTAC)—which acts as the Department's standing Emergency Operations Center (EOC)—to ensure the rapid dissemination of information and notifications in the event of an emergency, and the effective coordination of departmental resources in responding to emergency incidents.
 - ✓ Structural/system related projects intended to enhance and improve the EOC environment and its capabilities will be completed.
 - ✓ Policies, standard operating procedures, etc., related to ENTAC/EOC functions will be updated.

Emergency Notification and Tactical Alert Center implemented Emergency Operations Center related operations for the 2008 winter storms and National Reconnaissance Office satellite reentry.

The ENTAC Standard Operating Procedure (SOP) was completely revised and reformatted this quarter. New, draft chapters, related to CARES and SITSTAT reporting, were also completed for inclusion in the SOP.

Based on experience from the October 2007 Southern California Wild Land Fires, an OES mission tracking log was created in order to track mission requests received during a sustained emergency.

An ENTAC training day was conducted on February 6, 2008.

The "back room" of ENTAC was totally reconfigured and all of ENTAC was repainted. The purposes of these changes were to enhance the working conditions and operations capabilities of ENTAC.

- e. Ensure that all uniformed personnel receive annual ICS training.

An ICS training class has been scheduled for the fourth quarter of this year.

Goal: Protect Public and State Assets.

Strategy #6

Maximize arrests for vehicle theft in California and recovery of stolen vehicles.

Action Steps

- a. Encourage all uniformed personnel to work road patrol during all departmental Maximum Enforcement Periods (MEP).

No activity reported this quarter.

- b. Participate in and continue to oversee the Headquarters Security Patrol program, which schedules a uniformed employee to provide security patrol prior to, and after, regular business hours.

During this reporting period, RPS staff worked 19 days for the Headquarters Security Patrol (HSP) program.

- c. 1-800-TELLCHP, which is the publicized number for reporting stolen vehicles. As the Office of Primary Interest for 1-800-TELLCHP, review policy and procedures for GO 100.71, to develop further practical uses.

The performance measure for this goal was to develop a process to track vehicle theft clearance rates in California (the number of in-custody arrests associated with a vehicle theft). The Uniform Crime Report (UCR) is the source presently used to track the clearance rate. Table 7 (below) depicts the number of statewide stolen vehicles for 2008 (March data is not yet available). The 2007 Clearance Rate was 3.3 percent which is a decrease of 21.4 percent from the 2006 figure.

Table 7

2008	UCR Stolens	UCR Clearances	Clearance Rate
January	1,242	38	3.1%
February	1,016	27	2.7%

	UCR Stolens	UCR Clearances	Clearance Rate
2005	18,769	1,038	5.5%
2006	16,905	714	4.2%
2007	15,147	501	3.3%

The TPU will schedule a meeting during the next quarter with the Public Safety Dispatch Supervisor at the Sacramento Communications Center for a "sit-along" with a dispatcher and an SPS employee. This "sit-along" will assist in policy relating to the 1-800-TELLCHP, which is the publicized number for reporting stolen vehicles.

Strategy #7

Reduce the number of crimes on state property.

Action Steps

- a. Participate in the Headquarters Security Patrol program.

During this reporting period, RPS staff worked 19 days for the HSP program. EOS completed the HSP schedule, and coordinated HSP activities, throughout the quarter.

- b. Computer System Incident Reporting System (CISIRS): ENTAC will continue to receive information technology (IT) security incident and computer crime related notifications from state agencies and, in turn, notify the Department of Finance (DOF) and the Department's Computer Crimes Unit of IT security matters. As part of this responsibility, ENTAC will track and report the number of CISIRS reports completed.

(Note: The CHP is responsible for conducting criminal investigations into state IT intrusions and security breaches and theft of state IT related equipment [e.g., lap top computers]).

There were 181 Computer System Incident Reporting System reports completed during the quarter.

- c. Employee safety briefings at each quarterly staff meeting.

Special Projects Section's quarterly staff meeting was postponed until April 3, 2008, due to scheduling conflicts. During the meeting, discussions were held concerning occupational safety and employee health. Staff was updated on Equal Employment Opportunity issues.

Goal: Improve Statewide Fatal Reporting Systems.

Strategy #8

Improve the timeliness and accuracy of fatal collision reporting and submission of CHP 555s.

Action Steps

- a. Analyze 2008 Strategic Plan Statistical Report quarterly.

The Staff Services Manager I - Specialist reviewed and analyzed the quarterly Strategic Plan Statistical Report and compared the data with Division reports and Statewide Integrated Traffic Records System.

- b. ENTAC will assist during the Maximum Enforcement Periods (MEPs) by acting as the Department's centralized point of contact for receiving and compiling field Division MEP reports. Additionally, ENTAC will coordinate and facilitate the reporting of Combined Accident Reduction Effort (CARE) information.

No Maximum Enforcement Periods/Combined Accident Reduction Effort reporting periods occurred during the quarter.

CHP Strategic Plan 2008

Planning and Analysis Division Quarterly Report

Quarter Reporting: April – June 2008

Goal:

Prevent the loss of life, injuries, and property damage.

Strategy #1:

Focus on enforcement of primary collision factors (PCF) through visible, proactive patrol utilizing proper deployment of resources, and public education.

Action Steps:

- a. Maintain oversight of driving under the influence (DUI), under age drinking and multi-cultural grants to support field activities directed toward drinking and driving.

Research and Planning Section (RPS) staff continues to provide oversight for several driving under the influence and under age drinking grants and programs. Additionally, the staff provides support of multi-cultural projects throughout the state through the EI Protector Program, Beyond EI Protector, and the Asian Community Outreach Program.

- b. Assist the field in educating the public through driver's safety pamphlets, brochures, and posters.

Research and Planning Section staff continues to provide information to the public related to driver safety through the Start Smart Program as well as through several DUI and under age drinking grants, and the Impact grant. RPS staff is currently working closely with Mike Brown, Deputy Secretary for Public Safety, in preparing a prospectus outlining the goals for the Older Californian Traffic Safety Task Force and securing funding for the program. Promotional items have been ordered and we are awaiting delivery for distribution to the field Divisions.

- c. Seek grant funding for future projects to target under age drinking.

The Teen Choices II grant targeting under age drinking and the Designated Driver II grant began on October 1, 2007. Staff submitted several concepts for 08/09 grant.



- d. Ensure certification, repair, and assignment of lidar/radar units to field commands.

During this reporting period, the following radar activities occurred: International Association of Chiefs of Police (IACP) Radar Recertification Requests were issued to 93 Areas containing 385 test authorizations for radar and lidar units with current certifications expiring from July through September 2008. In addition, 108 Area Requests for Service were received and processed, resulting in 146 radar repair orders issued to the field. The out of warranty repair invoices approved during the reporting period totaled \$24,200 and the IACP radar certification invoices approved during the reporting period totaled \$50,570.

- e. Procure and distribute new lidar units to Divisions for assignment to the field.

During the month of June, RPS received 485 new lidar units. RPS processed and deployed 386 of them to the field by the end of June, and will have the remaining 99 units processed and deployed to the field in July.

- f. Procure and distribute new radar trailers to Divisions.

The Department received 23 new additional changeable message sign radar trailers during the prior reporting period. The trailers have been registered by Fleet Operations Section (FOS) and are awaiting California Highway Patrol (CHP) decals (currently on back order). Once FOS completes affixing the decals to the trailers, RPS anticipates the deployment of these trailers to the field no later than August 2008. These trailers will be used to replace the oldest trailers in the fleet which were purchased in 1990-1993.

- g. Utilize DUI grant funding to award mini grants to schools participating in the Every 15 Minutes (E15M) Program.

During this quarter, departmental personnel conducted 239 informational presentations of E15M programs (86), Sober Graduation events (80), and other CHP alcohol reduction education programs (73). In addition, the Department facilitated 118 E15M programs, 137 Sober Graduation events and 55 other alcohol reduction education programs. Approximately 111,744 students and over 2,800 faculty members participated in the informal presentations and programs. Area Public Affairs Officers (PAO) continue to work with participating schools and community-based organizations to organize the E15M program and other educational programs at schools throughout the state.



- h. Utilize DUI grant funding for DUI sobriety checkpoints, DUI roving patrols, and DUI saturation operations.

During this reporting period, departmental personnel completed 25 grant-funded sobriety/driver license checkpoints resulting in 13,512 vehicles screened and 94 DUI arrests. Additionally, 23 DUI task force operations were completed, resulting in 97 DUI arrests. Finally, 5,987 overtime hours were expended for proactive DUI roving patrol resulting in 290 arrests, 613 citations issued, and 183 vehicles impounded.

- i. Coordinate the use, repair, and replacement of portable alcohol screening (PAS) devices, as well as, portable evidential breath testing (PEBT) devices in the field.

During this reporting period, the Department continued to utilize PAS and PEBT devices in the field. In April, 780 brand new Alco-Sensor IV PAS devices were received and processed by RPS. Approximately 740 of the new devices were deployed to the field during this reporting period to supplement existing inventory and replace older equipment. RPS staff also processed 137 repair requests for PAS devices and accessory equipment.

- j. Continue to provide public education, traffic safety presentation, and informational material for child passenger safety. Hold child safety seat check-ups and fitting stations. Continue training and recertification of Child Passenger Safety Technicians. Ensure the Department's child passenger safety coordinator continues to monitor the Occupant Safety Awareness grant to ensure the field is effectively utilizing funds in both education and enforcement.

During the quarter, two 40-hour child passenger safety (CPS) technician training classes were conducted, where 31 new technicians and two new instructors were certified to instruct technician courses. Further, three departmental personnel attended training courses through allied agencies. Inland and Valley Divisions and headquarters, RPS, hosted 8-hour recertification classes which are required for technicians to recertify. To that end, at least 30 CHP technicians re-certified through Safe Kids Worldwide. May 21, 2008, was designated as "Vehicle Occupant Safety Day." Officers statewide focused their attention on people who were not buckled up. The Department's Statewide CPS Coordinator attended various educational workshops at the 2008 National Lifesaver's Conference on April 13 - 15, 2008, in Portland, Oregon to gather information to further enhance the Department's CPS Program. On May 1, and May 7, 2008, staff from RPS attended the 2008 California Strategic Highway Safety Summits to collaborate with allied agencies to enhance departmental efforts and programs relating to traffic safety. CPS Informational Kits were assembled and distributed to every CHP office for dissemination to health professionals for expectant mothers statewide.



Lastly, on May 28, 2008, numerous CHP employees participated at a Channel 10 News sponsored child safety seat check-up event.

- k. Continue to administer the Department's Start Smart program and conduct teen driver safety education classes throughout California to aid newly licensed teen drivers (15–19 years of age) become aware of the responsibilities that accompany a licensed California driver.

Research and Planning Section staff continues to administer the Start Smart program throughout the state. RPS has scheduled a Start Smart train-the-trainer course in Sacramento in September to further assist the Areas.

- l. Export the CHP's Start Smart Teen Driver Safety Education Program to allied agencies statewide. Provide training, course outline, and promotional materials for allied law enforcement agencies to enable them to reproduce and present the Start Smart program independently.

Research and Planning Section staff has contacted Division and Area PAOs regarding the solicitation of Allied agencies for the upcoming Start Smart Allied Agency grant. RPS also provided information regarding the grant to the PAOs which is to be disseminated to the allied agencies. In addition, RPS drafted a letter from Commissioner Joe Farrow, addressed to all Chiefs and Sheriffs in the State of California, regarding the upcoming Start Smart Allied Agency grant which was approved for mailing.

- m. Continue to administer the Department's "Right Turn" program for middle school students.

Research and Planning Section staff continues to administer the "Right Turn" program throughout the state and is preparing purchase requisitions for the next phase of the grant to procure promotional/educational items.

- n. Conduct the Department's annual public affairs conference to maintain effective deployment of resources while administering statewide traffic safety education to the public.

The public affairs conference was cancelled due to budget cuts. Consequently, RPS attended several PAO meetings in their respective Divisions in order to provide updates on the proper administration of the various community outreach and traffic safety education programs available to them, media relations training and program updates, and recruitment program updates.

- o. Administer the Department's High School Seat Belt Challenge grant.

During the second quarter of 2008, the California High School Seat Belt Challenge, Impact, was initiated in 36 high schools throughout California.



PAOs continue to make presentations to high school administrators, encouraging them to challenge local schools to improve seat belt use among their student body.

- p. Respond to correspondence from the public to answer questions regarding the Department's operations, and to provide traffic safety education.

Research and Planning Section staff continues to respond to public e-mails regarding traffic safety education and complaints. Additionally, numerous letters of response were prepared to answer a variety of traffic related questions from the public.

- q. Mail letters to drivers who violate California's child passenger safety laws.

Five Spotter letters were sent to individuals who were spotted violating the CPS restraint laws.

- r. Develop public awareness campaigns to combat DUI through the administration of the Designated Driver Program.

Research and Planning Section staff continues to facilitate the Designated Driver Program (DDP). Through DDP, RPS purchased electrical advertisement space at two professional sport venues in Stockton. A partnership was established with both the Stockton Thunder Hockey team and the Stockton Ports Baseball club, acquiring electric advertisement displays to air 30 second public safety announcements (PSA) concerning the importance to not drink and drive. Each team will show these PSAs at each home game during the 2007/2008 season. It is estimated that over half a million spectators will be impacted by these advertisements. Due to complications with the purchasing of promotional items, we were unable to deliver items for Sober Grad. Items with references to Sober Grad 2008 have been changed.

- s. Utilize National Highway Transportation Safety Administration and Office of Traffic Safety (OTS) (Section 2010) funds to promote the Department's California Motorcyclist Safety Program (CMSP).

Based upon Planning and Analysis Division's (PAD) direction, the TMD Group, Inc., the Department's public relations contractor, revised the original January 2008 proposal which initially included market research and media buys specific to the California Motorcyclist Safety Program (CMSP) in late April 2008. PAD requested the revised proposal include a plan for CMSP website enhancement, media purchases, motorcycle safety PSA development, and pre- and post-market research. As such, TMD Group, Inc., submitted a revised proposal to Special Projects Section (SPS) via e-mail on June 6, 2008. Upon SPS review, PAD then reviewed



the proposal and found the plan required further clarification of the methods being used to achieve expected outcomes.

As a result of PAD's determination, SPS staff met with TMD Group, Inc., on June 16, 2008. It was determined during the meeting that a project agreement revision was necessary to extend applicable objective due dates, add clarifying language regarding expected work products, and formally add an extra \$685,289 in funding to the Contractual Services category within the project's budget as verbally granted to the Department by the Office of Traffic Safety (OTS). At this time, formal OTS approval for the revision is pending. Work will commence upon formal written OTS approval.

- t. Ensure CMSP operated in an efficient and safe manner by the contractor.

Please see response to item s.

- u. Coordinate and administer a Motorcycle Safety Summit.

During this quarter, the Department, in conjunction with OTS and the National Highway Traffic Safety Administration, hosted the first-ever California Motorcycle Safety Summit, held at the Irvine Marriott, in Irvine, California, on May 21 - 23, 2008. The two and one-half day summit featured an intensive, hands-on approach where sound and practical solutions were used to address the spiraling number of motorcyclist injuries and fatalities in California. These solutions were offered by over 260 motorcycle safety stakeholders representing the Department's CMSP Advisory Committee, law enforcement, traffic safety professional organizations, motorcycle manufacturers, motorcycle advocacy groups, motorcycle publications, all branches of the US military, and safety equipment organizations. A summary of the summit's findings has been drafted and currently under PAD review. Upon approval, the report will be posted on the CHP and CMSP websites.

- v. Select seven problematic roadway segments for grant-funded overtime experiencing a high number of injury and fatal collisions.

DUI Corridor #1 — The identified DUI corridor(s) are Interstate (I)-5 and I-805 located in San Diego County. The duration of this project is April 1, 2007, through March 31, 2009. The DUI Corridor identified task force (TF) members and has convened for five meetings, most recently on May 14, 2008. The Department and the TF established DUI fatal and injury victim goals, and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor. The CHP San Diego Area deployed over 2,545 officer overtime hours on both corridor segments during this reporting period. Provisional statistics compiled for both corridor segments by CHP San Diego Area from April 1, 2008, through May 31, 2008, indicates a total of 10 victims injured in DUI-involved



collisions. This is an 84 percent decrease when compared to 62 victims injured in DUI-involved collisions during the same base period months, April 1, 2005, through May 31, 2005.

DUI Corridor #2 — The identified corridor is State Route (SR)-1 located in Monterey County. The duration of this project is August 1, 2007, through March 31, 2009. The DUI Corridor identified TF members and has convened for four meetings, most recently on June 17, 2008. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor. The CHP Monterey Area deployed over 2,062 officer overtime hours on both corridor segments during this reporting period. Provisional statistics reported by the CHP Monterey Area indicate 15 fatal and injury victims attributed to DUI on the corridor, which is a 75 percent increase for both goals.

DUI Corridor #3 — The identified corridor is SR-184 located in Kern County. The duration of this project is December 1, 2007, through November 30, 2008. The DUI Corridor identified TF members and has convened for three meetings, most recently on June 24, 2008. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor. The CHP Bakersfield Area deployed over 1,482 officer overtime hours on both corridor segments during this reporting period. Provisional statistics reported by the CHP Bakersfield Area indicate zero fatal and five injury victims attributed to DUI on the corridor, which is a 54 percent decrease in the injured victim goal.

College DUI Corridor #4 — The identified corridor(s) are United States (US)-101 and SR-217 located in Santa Barbara County. Both of these roadways are located near the University of California, Santa Barbara (UCSB) campus. The Operations Phase of the project ended on May 31, 2008. Throughout the Operations Phase of April 1, 2007, through May 31, 2008, the College DUI Corridor achieved a 33 percent decrease in DUI driver victims, maintenance of DUI fatal passenger victims, and a 40 percent decrease in DUI injured passenger victims when compared to the number for the same months during the January 1, 2005, through December 31, 2005, base period. The final TF meeting was held on June 4, 2008. During the final quarter of the project, the student group continued to conduct activities at campus athletic events to promote designated driving and anti-DUI traffic related education.

College DUI Corridor #5 — The identified corridor(s) are US-101, SR-255, and SR-299 located in Humboldt County. All of these roadways are located near the Humboldt State University (HSU) campus. From April through June 2008, the College DUI Corridor achieved a 100 percent increase of DUI driver victims and DUI injured passenger victims as well as maintained the number of DUI fatal passenger victims when compared to the number for the same months during the January 1, 2006, through

December 31, 2006, base period. The TF held a conference call on May 21, 2008, and is scheduled to have the next meeting on July 16, 2008. The peer education coordinator, the student group, and the Humboldt CHP Area PAO have conducted several activities to promote designated driving and anti-DUI traffic-related education and will continue these efforts throughout the program operations phase.

Pedestrian Corridor #6 — The identified corridor is SR-28 located in Placer County (Truckee Area). The corridor is comprised of a 9.25-mile segment of SR-28 between Tahoe City and Kings Beach and indicates a high occurrence of pedestrian-involved fatal and injury collisions in recent years. Enforcement began on April 1, 2008, and will continue through March 31, 2009. The TF members have met twice, where ideas were discussed and implemented to achieve maximum enforcement efforts to reduce pedestrian involved collisions.

Pedestrian Corridor #7 — The identified corridor is Stockton Boulevard and Florin Road, in Sacramento County (South Sacramento Area). The corridor is comprised of 17 miles of county roadway along Florin Road and Stockton Boulevard. The Florin Road segment is bordered by Florin-Perkins Road to the east and by Franklin Boulevard to the west. The Stockton Boulevard segment is bordered by 14th Avenue to the north and by Elsie Road to the south. These county roadways have a high occurrence of pedestrian-involved fatal and injury collisions. Enforcement will begin on August 1, 2008, and will continue through July 31, 2009. An initial meeting took place on March 14, 2008, to discuss planning and procedures for conducting the corridor grant.

Speed Corridor #8 — The identified corridor is comprised of roadway segments on Highway 12 located in CHP Solano, South Sacramento, and Stockton Areas. The corridor roadway segments are in three counties: In Solano County from milepost marker (MPM) 1.81 to 26.40; in Sacramento County from MPM 0.00 to 6.2; and in San Joaquin County from MPM 0.00 to 10.16. The Highway 12 corridor has experienced a high occurrence of speed fatality and injury collisions in recent years. Enforcement begins on April 1, 2008, and will continue through March 31, 2009. The TF met for the second time on April 17, 2008, and the third time on June 25, 2008, where ideas were discussed and implemented to achieve maximum enforcement efforts and support of the public awareness campaign to reduce fatalities and injuries as a result of speed as a PCF.

Speed Corridor #9 — The identified corridor is comprised of three roadway segments in Tuolumne County: SR 120 from MPM 0.00 to 12.08, SR 108 from MPM 0.00 to 2.81 and 0.00 to 36.00, and SR 49 from MPM 12.28 to 16.48, within the CHP Sonora Area. The Sonora corridor has experienced a high occurrence of speed fatality and injury collisions in recent years. Enforcement began on June 1, 2008, and will continue through May 31, 2009. The TF met on June 19, 2008, where ideas were



discussed and implemented to achieve maximum enforcement efforts and support of the public awareness campaign to reduce fatalities and injuries as a result of speed as a PCF.

- w. Monitor usage of enhanced enforcement on the seven selected road segment.

No activity reported this quarter.

- x. Initiate and manage overtime contracts for joint enforcement involving California Highway Patrol (CHP) and allied agencies.

No activity reported this quarter.

- y. Assist in the development of artwork and procurement of materials for public education and awareness campaigns focusing on identified PCFs.

No activity reported this quarter.

- z. In response to officer safety concerns, explore the roadway characteristics of injury collisions where the uniformed CHP employee was parked or standing near the traveled way.

Officer Safety (Roadway Characteristics) — During the second quarter, a broader research proposal was developed so the Department could establish some basic information about the dimensions of the problems and trends over time. The proposal will be presented to PAD during the third quarter of 2008.

Goal: Maximize Service to the Public and Assistance to Allied Agencies.

Strategy #2:

Collaborate with allied agencies and other traffic safety stakeholders to assess community needs.

Action Steps:

- a. Continue oversight of the statewide grants that target DUI, under age drinking, child safety seat violations, as well as, educational efforts in the proper use of occupant restraints in several multi-cultural communities. We partner with many allied agencies and private sectors in our outreach efforts.

Research and Planning Section staff continues oversight of several statewide grants which target DUI, under age drinking, seat belt use, and child passenger safety restraints.



- b. Continue oversight of the Designated Driver, EI Protector, Youth Mentoring, and explorer programs. These statewide projects target DUI and mentor youth at a young age. We partner with many allied agencies and private sectors in our outreach efforts.

Research and Planning Section staff continues to monitor outreach programs throughout the state. The Level III Explorer Academy has been approved and scheduled for July, 13, 2008, through July 19, 2008. RPS has received confirmation of 41 Explorer cadets, 13 of which are female.

- c. Publishing of the Zenith, Badges of Honor, and Perspectives magazines to promote morale statewide. The magazines highlight individual and Area office accomplishments. These publications are made available with special requests.

Research and Planning Section staff continues to develop and publish departmental publications, i.e., Zenith and Badges of Honor. In addition, RPS has met with several PAOs in their respective Divisions in order to solicit photographs, stories, and events to be included in the publication. RPS is researching the possibility of publishing an online version of the Zenith.

- d. Continue to administer the Translation Services Program through a contracted translation services provider.

Research and Planning Section continues to facilitate the translation of traffic safety brochures through the vendor that holds the translation services contract.

- e. Continue to maintain the Redi-Ref to provide a brief synopsis of the California Vehicle Code and other codes related to traffic law enforcement. This publication is used by CHP commands and distributed free of charge to local law enforcement agencies.

The CHP 291, Redi-Ref (Rev. 2008), has been received and distributed to all field and Division offices. Through the end of the second quarter, 77 local law enforcement agencies have requested 5,055 guides which have been approved for shipment.

- f. Continue managing the Department's Pursuit Reporting System (PRS). PRS is an Intranet-based database of pursuit data collected from Areas and Division offices, as well as, all law enforcement agencies. Provide statistical data as requested and compile yearly summary reports of pursuit data.

Research and Planning Section staff continues to monitor the PRS for compliance with reporting requirements and provides monthly reports to Assistant Commissioner, Field. During this reporting period, the

CHP 187a, Allied Agency Pursuit Report, was revised to include vehicle type information. During this reporting period, the 2007 Pursuit Report to the Legislature was submitted to the Business, Transportation and Housing Agency for review.

- g. Enlist allied agency participation via contractual agreements to provide enhanced enforcement on seven selected roadway segments for grant-funded enhanced enforcement.

DUI Corridor #1 — There are six allied agencies participating in this two-year project: Alcoholic Beverage Control (ABC); Chula Vista Police Department (PD); National City PD; San Diego County Probation; San Diego County Sheriff's Department (SD); and San Diego PD.

DUI Corridor #2 — One allied agency, ABC, participates in this one-year project. TF members are comprised of local residents and representatives from local fire and sheriff's offices. Behaviors negatively impacting the corridor were identified by the Department and TF members: DUI; DUI from farm workers, and community; DUI violations by vacationing patrons; and under-age DUI. The TF representatives from the allied agencies have agreed to collaborate and support the solutions to the behaviors with participation in public awareness and education events.

DUI Corridor #3 — Task Force members are comprised of local residents, representatives from local fire and police departments, and the sheriff's office. Behaviors negatively impacting the corridor were identified by the Department and TF members: DUI; DUI from farm and oil workers, and community; DUI violations by vacationing patrons; and under-age DUI. The TF representatives from the allied agencies have agreed to collaborate and support the solutions to the behaviors with participation in public awareness and education events.

College DUI Corridor #4 — The UCSB PD, Santa Barbara County SD, ABC, and the Santa Barbara CHP Area conducted roving patrols and DUI checkpoints in areas surrounding the UCSB campus and Isla Vista area throughout the operations phase which ended May 31, 2008. The allied agencies regularly attended the College DUI Corridor TF meetings and provided input with regards to dates and events for public education opportunities and enhanced enforcement. Throughout the project, the UCSB Peer Education Program worked closely with the Santa Barbara CHP PAO in planning educational activities at campus events. Additionally, the UCSB Peer Education Program has coordinated with several educational speakers to make presentations to college and feeder high school students with a focus on the dangers of DUI of alcohol and/or drugs.

College DUI Corridor #5 — The Arcata PD and HSU PD will conduct roving patrol and DUI checkpoints in areas surrounding the HSU campus. The CHP is working closely with these departments to provide a concerted effort to decrease DUI collision victims among college-age students in the Humboldt-Arcata-Eureka area. While this project has contractual support from the Arcata PD and HSU PD, and the peer education group of the university, paid media contractual funding resources have been depleted in support of the prior corridor, as well as in support of both College DUI Corridor 1 and 2's peer education contractual obligations. The HSU Peer Education Program provides peer education and educational speakers and has facilitated presentations to college and feeder high school students with a focus on the dangers of DUI of alcohol and/or drugs.

Pedestrian Corridor #6 — The CHP Truckee Area has incorporated the assistance of Placer County SD, Department of Transportation (Caltrans), and the North Lake Tahoe Resort Association (NLTRA) to devise strategies to maximize the effectiveness of the grant. These allied agencies have attended TF meetings in which several ideas were discussed and implemented for the beginning of the enforcement phase of the grant. The Placer County SD has also utilized involvement from local middle school students for ideas to best reflect the message of pedestrian safety to children and adults from the community. The NLTRA has provided helpful information regarding tourists and their respective impact on traffic safety.

Pedestrian Corridor #7 — The CHP South Sacramento Area has held an initial meeting to begin identifying the constituency of the TF. In the initial meeting, members discussed the fact that the corridor rests within a multi-cultural area of Sacramento and there was a need for a representative from the local business association to be on the TF. The TF will be enacted by the next meeting prior to the beginning of the enforcement phase in August 2008.

- h. Convene task forces that include allied agencies and community stakeholders.

Please see response to item g.

- i. Collaborate with Caltrans or public works departments to identify possible short and long term solutions to identified traffic issues on the seven selected road segments.

Please see response to item g.

- j. Continue to increase allied agency participation in the California Law Enforcement Challenge (CLEC).

During the quarter, CLEC judging was held at the CHP Academy from April 21 - 25, 2008; the results were recently released. The CLEC has grown each year since the inception in 2001. In 2007, allied agency participation increased from 60 submissions in 2006, to 92 submissions. The National Law Enforcement Challenge results were released in June and CHP won First Place for our Category and the Underage Alcohol Prevention Award.

The Commissioners' Support Unit (CSU) also conducted one CLEC presentation at Kern County Chiefs' meeting on May 2, 2008. The CLEC booth was well displayed and visited at OTS Police Traffic Summit on May 28 - 29, 2008. The CSU is continuing to schedule and conduct CLEC "How-To" seminars (which are open to CHP and allied agency personnel) completing CLEC submissions for their respective Areas/departments.

- k. Continue to promote the CLEC through presentations at the annual Traffic Safety Summit and the various Division Commanders Conferences.

No activity reported this quarter.

- l. Coordinate participation for the annual CLEC awards banquet.

During the quarter, the CSU completed the following: CLEC awards ceremony planning meetings were held with OTS, ABC, and California State University, Sacramento on April 21, 2008, May 2, 2008, and June 10, 2008. During the meetings, the selections were finalized on the Award selections, agenda format, and the two guest speakers (CLEC Judge Bob Wall, and Officer Michael Remmel).

- m. Ensure timely submission of the Department's application for the National Law Enforcement Challenge (NLEC).

- Oversee the California Safety AMBER Network (CCSAN) to assist the public and allied agencies and ensure AMBER Alerts are issued appropriately and effectively in order to preserve the integrity of the program and to safely recover abducted children.
 - ✓ Track the number of AMBER Alert requests received.
 - ✓ Continually evaluate and implement improved means for distributing AMBER Alerts.
 - ✓ Ensure departmental and allied agency CCSAN information is updated and amended as needed, and provide CCSAN training to departmental and allied agency members as warranted.

There were ten AMBER Alert requests this quarter, resulting in seven activations. Eight children were safely recovered. One AMBER Alert, which was activated for the Sacramento County SD, gained national attention due to the suspect leaving the country with the victim, his child. However, the child was safely located in Romania. An Emergency Notification and Tactical Alert Center (ENTAC) officer, who is fluent in Romanian, assisted the SD with interviewing involved family members.

Emergency Operations Section (EOS) completed an Allied Agency Information Bulletin to assist California law enforcement with AMBER Alert criteria and the procedures for requesting activation. The bulletin also discussed circumstances when the AMBER Alert criteria is not met and what additional methods of dissemination ENTAC can assist with.

An ENTAC sergeant provided AMBER Alert training and resources to the El Dorado County SD during a supervisor and manager training day.

There were several media inquiries this quarter regarding the AMBER Alert program and the CHP's role in the program. EOS personnel were interviewed and information was provided to the media in collaboration with Office of Media Relations.

- n. Assist allied agencies (in addition to departmental members) with conducting Counter Terrorism (CT) Watch checks.

Four CT Watch checks were conducted this quarter.

Strategy #3:

Improve the quality and timeliness of reports.

Action Steps:

- a. Conduct weekly staff meetings to discuss upcoming project due dates.

During the quarter, weekly meetings with PAD include a review of the project log and projects due during the week.

During the quarter, the library staff completed numerous long-term projects to reorganize the headquarters library. A large volume of central files' documents were filed. All bookcases, which held historical documents and publications and had been temporarily stored in the library meeting room, were analyzed, reorganized, and moved. An audit was conducted of all files, folders, reports, and documents in the library (except correspondence), and reorganized into logical sections by

creating new folders and adding all titles to a spreadsheet. Two copies of all departmental reports and studies were sent to the State Library. All unnecessary and outdated publications were sent to the warehouse and/or State Archives. The headquarters library is a viable and important resource which houses many important historical articles/reports on the progression of the Department.

- b. Maintain the use of project log folders to track and monitor due dates, and to ensure that supervisors and managers are reviewing and approving completed staff work.

Research and Planning Section and EOS staff continues to utilize and monitor the project tracking log/folders. Managers/supervisors routinely review and approve completed staff work.

Special Projects Section supervisors also review ongoing due dates with section staff to ensure projects are on track and to avoid any unnecessary delays.

- c. Maintain the Senior Volunteer Program as means to enhance resources that improve command operations and timeliness of reports.

Research and Planning Section staff continues to administer the Senior Volunteer Program. RPS continues to assist the Modesto Area and Monterey Area offices start a volunteer program.

- d. Weekly review of individual project due dates.

All section staff continues to utilize and monitor the project tracking log/folders. Managers/supervisors routinely review and approve completed staff work.

- e. Weekly review of section due dates and reconciliation with the Planning and Analysis Division project log.

Planning and Analysis Division meets weekly to discuss the projects on the project tracking log for the current week, including due dates.

Goal: Manage traffic and emergency incidents.

Strategy #4

Reduce incident-driven traffic congestion.

Action Steps

- a. Continue to monitor and respond to inquiries regarding the installation of 40 VHS Mobile Video/Audio Recording Systems (MVARs) to Oakland and

South Los Angeles Areas. Evaluate the effectiveness of the MVARs units relating to emergency incidents and traffic management.

South Los Angeles and Oakland Area are contacted quarterly and required to report on the MVARs program in their respective Areas. This allows installation and equipment issues to be addressed. The effectiveness of the MVARs units depends on the proper equipment handling and prompt repair of defective units.

- b. Administer the Department's plan to install 1,600 stand-alone digital mobile video audio recording systems in 1,600 patrol vehicles over two fiscal years.

Specifications for MVARs were approved by executive management, and submitted to the Department of General Services (DGS). DGS reviewed the specifications and sent them to two potential bidders for their comments. As a result, and following consultation with departmental subject matter experts, minor modifications have been made and it is hoped an invitation to bid will be posted on the DGS website during the third quarter of 2008.

- c. Incident Command System (ICS) roles and responsibilities training at the Traffic Management Center and Caltrans' Freeway Operations Academies.

The Freeway Operation (Fwy Ops) and Traffic Management Center (TMC) Academies have been updated reflecting the communication and coordination between Caltrans and the CHP, specifically in regards to incident management and the 90-minute clearance goal. The Fwy Ops Academy was held on June 17 - 20, 2008. The TMC Academy was held on June 24 - 27, 2008.

- d. Roles and Responsibility training for Caltrans and CHP personnel involved in MAZEPP/COZEPP operations.

The COZEPP/MAZEPP joint training was finalized during the quarter. The Office of Risk Management reviewed the training presentation in June and identified no concerns. The Transportation Planning Unit and Caltrans staff are coordinating train-the-trainer sessions which will be scheduled in the fall.

- e. Assist in supporting Standardized Emergency Management (SEMS)/National Incident Management System (NIMS) training at all levels.
 - ✓ Assist in identifying SEMS/NIMS course requirements; develop action plans to provide required courses within applicable time frames, and provide the training as appropriate.

Emergency Operations Section personnel continued to oversee NIMS training requirements for field personnel. Current training requirements have progressed to the "maintenance" phase. Initial training in NIMS/SEMS was completed ahead of schedule. To date, approximately 1,200 personnel have been trained in ICS 300/400.

Emergency Operations Section personnel continue to teach First-line Supervisors' Academy (FSA). The CHP Academy has allowed personnel from the field that missed the initial ICS 300/400 training to attend the FSA training.

Emergency Operations Section personnel have been actively engaged in monitoring changes to the National Response Framework and the Five Year Training Plan for its affect on the Department.

- f. In addition to SEMS/NIMS courses, provide or facilitate other emergency incident and homeland security related training and coordinate departmental participation in emergency incident and homeland security related exercises and drills (such as the Golden Guardian Homeland Security Exercise Series).

Emergency Operations Section personnel attended several Golden Guardian 2008 meetings, conferences, and workshops with other state agencies and the Office of Homeland Security (OHS) to plan for the Department's involvement in the statewide exercise.

- g. Update and revise departmental emergency response policy.
 - ✓ EOS will continue to develop and enhance departmental policies and procedures relative to emergency incident management and homeland security related activities and operations.

The revision for Highway Patrol Manual 50.1, *Emergency Operations and Planning Manual*, was returned with edits from Publications and PAD. Those edits were completed.

Emergency Operations Section created an Emergency Preparedness Newsletter designed to educate, and hopefully inspire CHP personnel to be better prepared for emergencies at home and work. The first newsletter should be released sometime this summer.

The Governor's Office of Emergency Services (OES) has initiated a project to revise and update the State Emergency Plan (SEP). Starting in January 2008, OES asked state organizations to participate in the SEP revision process through workshops, document reviews, and other meetings. EOS personnel attended these and "sub-committee" related meetings during this quarter.

Emergency Operations Section personnel attended the following emergency incident management and homeland security related meetings/forums, in which the contents and subject matter could affect departmental policies and procedures: Governors Emergency Operations Executive Council; Statewide Emergency Planning Committee; State Emergency Plan (see above); Statewide Emergency Management Strategic Plan; and the OHS Conference.

Strategy #5

Maintain high levels of emergency preparedness and effectively utilize the Incident Command System.

Action Steps

a. Develop a mass evacuation response plan.

- ✓ Assist and provide input for efforts as they relate to The Governor's Office of Emergency Services (OES) statewide regional evacuation planning program.

As reported above, OES is in the process of revising the SEP. One proposal includes establishing emergency support functions (ESF), similar to those contained in the National Response Framework. Mass evacuation is one of the areas being discussed for inclusion in either law enforcement or transportation related ESFs (or both). Therefore, EOS personnel have participated in these initial discussions.

b. Manage the Department's homeland security grant program in order to fund equipment purchases and programs that will assist in improving the Department's emergency response capabilities.

Emergency Operations Section personnel completed and disseminated a memorandum to headquarters' office of primary interests to provide guidance for completing the Department's 2008 Homeland Security Grant program application.

c. Effectively manage the Emergency Notification and Tactical Alert Center (ENTAC)—which acts as the Department's standing Emergency Operations Center (EOC)—to ensure the rapid dissemination of information and notifications in the event of an emergency, and the effective coordination of departmental resources in responding to emergency incidents.

- ✓ Structural/system related projects intended to enhance and improve the EOC environment and its capabilities will be completed.
- ✓ Policies, standard operating procedures, etc., related to ENTAC/EOC functions will be updated.

Emergency Notification and Tactical Alert Center implemented EOC related operations for various wild-land fires throughout May and June.

An ENTAC training day was conducted on May 21, 2008.

- e. Ensure that all uniformed personnel receive annual ICS training.

Incident Command System training has been scheduled for the fourth quarter of this year.

Goal: Protect Public and State Assets.

Strategy #6

Maximize arrests for vehicle theft in California and recovery of stolen vehicles.

Action Steps

- a. Encourage all uniformed personnel to work road patrol during all departmental Maximum Enforcement Periods (MEP).

No activity reported this quarter.

- b. Participate in and continue to oversee the Headquarters Security Patrol program, which schedules a uniformed employee to provide security patrol prior to, and after, regular business hours.

During this reporting period, RPS staff worked 19 days for the Headquarters Security Patrol (HSP) program.

- c. 1-800-TELLCHP, which is the publicized number for reporting stolen vehicles. As the Office of Primary Interest for 1-800-TELLCHP, review policy and procedures for GO 100.71, to develop further practical uses.

The performance measure for this goal was to develop a process to track vehicle theft clearance rates in California (the number of in-custody arrests associated with a vehicle theft). The Uniform Crime Report (UCR) is the source presently used to track the clearance rate. Table 7 (below) depicts the number of statewide stolen vehicles for April and May 2008 (June data is not yet available).

Table 7

2008	UCR Stolen	UCR Clearances	Clearance Rate
April	982	44	4.48%
May	1,029	31	3.01%

Strategy #7

Reduce the number of crimes on state property.

Action Steps

- a. Participate in the Headquarters Security Patrol program.

During this reporting period, RPS staff worked 19 days for the HSP program.

- b. Computer System Incident Reporting System (CISIRS): ENTAC will continue to receive information technology (IT) security incident and computer crime related notifications from state agencies and, in turn, notify the Department of Finance (DOF) and the Department's Computer Crimes Unit of IT security matters. As part of this responsibility, ENTAC will track and report the number of CISIRS reports completed.

(Note: The CHP is responsible for conducting criminal investigations into state IT intrusions and security breaches and theft of state IT related equipment [e.g., lap top computers]).

There were 290 CISIRS reports completed during the quarter.

- c. Employee safety briefings at each quarterly staff meeting.

Special Projects Section's quarterly staff meeting was postponed until August, due to scheduling conflicts. EOS completed the HSP schedule and coordinated HSP activities throughout the quarter.

Goal: Improve Statewide Fatal Reporting Systems.

Strategy #8

Improve the timeliness and accuracy of fatal collision reporting and submission of CHP 555s.

Action Steps

- a. Analyze 2008 Strategic Plan Statistical Report quarterly.

The Staff Services Manager I - Specialist reviewed and analyzed the quarterly Strategic Plan Statistical Report and compared the data with Division reports and Statewide Integrated Traffic Records System.

- b. ENTAC will assist during the Maximum Enforcement Periods (MEPs) by acting as the Department's centralized point of contact for receiving and compiling field Division MEP reports. Additionally, ENTAC will coordinate and facilitate the reporting of Combined Accident Reduction Effort (CARE) information.

Emergency Notification and Tactical Alert Center assisted with the Memorial Day MEP/CARE reporting period that occurred during the quarter. Additionally, ENTAC provided information to Operation CARE for the All-American Buckle-Up Week that took place in May.

CHP Strategic Plan 2008

Planning and Analysis Division Quarterly Report

Quarter Reporting: July – September 2008

Goal:

Prevent the loss of life, injuries, and property damage.

Strategy #1:

Focus on enforcement of primary collision factors (PCF) through visible, proactive patrol utilizing proper deployment of resources, and public education.

Action Steps:

- a. Maintain oversight of driving under the influence (DUI), under age drinking and multi-cultural grants to support field activities directed toward drinking and driving.

Research and Planning Section (RPS) staff continues to provide oversight for several DUI and under age drinking grants and programs.

- b. Assist the field in educating the public through driver's safety pamphlets, brochures, and posters.

Due to the recent departmental reorganization, responsibility for this item transferred to Office of Community Outreach and Recruitment (OCOR).

- c. Seek grant funding for future projects to target under age drinking.

The Teen Choices II grant targeting under age drinking and the Designated Driver II grant began on October 1, 2007. Staff submitted several concepts for the 2008/2009 grant.

- d. Ensure certification, repair, and assignment of lidar/radar units to field commands.

During this reporting period, the following radar activities occurred: International Association of Chiefs of Police (IACP) Radar Recertification Requests were issued to 113 locations containing 557 test authorizations for radar and lidar units with current certifications expiring from October through December 2008. In addition, 130 Area Requests for Service were received and processed, resulting in 160 radar repair orders issued to the field. The out of warranty repair invoices approved during the reporting period totaled \$16,285 and the IACP radar certification invoices approved during the reporting period totaled \$49,000.



- e. Procure and distribute new lidar units to Divisions for assignment to the field.

During this reporting period, staff completed the deployment of approximately 485 new lidar units to field commands.

- f. Procure and distribute new radar trailers to Divisions.

During the month of July, staff coordinated the deployment of 23 new changeable message sign radar trailers to the field. Part of this deployment included an orientation session coordinated by RPS at Fleet Operations Section. These trailers replaced the oldest trailers in the fleet which were purchased in 1990-1993.

- g. Utilize DUI grant funding to award mini grants to schools participating in the Every 15 Minutes (E15M) Program.

This reporting period is typically the slowest of the school year due to school being out of session the majority of the quarter. However, departmental personnel still conducted 167 informational presentations (120 E15M programs, 15 Sober Graduation, and 32 other California Highway Patrol [CHP] alcohol reduction education programs). In addition, the Department facilitated one E15M program, 28 Sober Graduation events, and 22 other CHP alcohol reduction educational programs. Over 151,000 students and nearly 800 faculty members participated in the presentations and programs. For the 2008/2009 school year, there were 76 new inquiries regarding E15M programs and 93 contract requests processed for mini-grants to facilitate programs. The grant coordinator processed 29 requests for reimbursement for E15M programs during the 2007/2008 school year.

- h. Utilize DUI grant funding for DUI sobriety checkpoints, DUI roving patrols, and DUI saturation operations.

During this reporting period, departmental personnel completed 48 grant-funded sobriety/driver license checkpoints resulting in 23,282 vehicles screened, 108 DUI arrests, and 534 citations issued. Additionally, 33 DUI task force operations were completed, resulting in 148 DUI arrests and 572 citations issued. Finally, 11,102 overtime hours were expended for proactive DUI enforcement patrol resulting in 742 DUI arrests and 2,145 citations issued.

- i. Coordinate the use, repair, and replacement of portable alcohol screening (PAS) devices, as well as, portable evidential breath testing (PEBT) devices in the field.

During this reporting period, the Department continued to utilize PAS and PEBT devices in the field. RPS continued to monitor the 780 new PAS



devices deployed last quarter and coordinate warranty-repairs and service as needed. RPS staff also processed 79 repair requests for PAS devices and accessory equipment.

- j. Continue to provide public education, traffic safety presentation, and informational material for child passenger safety. Hold child safety seat check-ups and fitting stations. Continue training and recertification of Child Passenger Safety Technicians. Ensure the Department's child passenger safety coordinator continues to monitor the Occupant Safety Awareness grant to ensure the field is effectively utilizing funds in both education and enforcement.

During the quarter, three technician certification renewal child passenger safety (CPS) training classes were conducted, where 32 employees renewed their status as CPS Technicians. One new instructor was certified to instruct technician courses. Further, three departmental personnel attended training courses through allied agencies. Southern, Border, and Inland Divisions hosted 8-hour recertification classes which are required for technicians to recertify. To that end, at least nine CHP technicians re-certified through Safe Kids Worldwide. During National CPS Week, September 20–27, 2008, the CHP conducted 20 CPS check-up events statewide. Additionally, in support of the Statewide Highway Restraint Enforcement Campaign Grant, the CHP conducted one seat belt and CPS survey in each field Division. On July 7, 2008, the Department's Statewide CPS Coordinator and a CPS Instructor instructed a two-hour course at the CHP Academy to Cadet Class II-08. Lastly, during the quarter, the CHP conducted many traffic safety presentations, as well as child safety seat events statewide.

- k. Continue to administer the Department's Start Smart program and conduct teen driver safety education classes throughout California to aid newly licensed teen drivers (15–19 years of age) become aware of the responsibilities that accompany a licensed California driver.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- l. Export the CHP's Start Smart Teen Driver Safety Education Program to allied agencies statewide. Provide training, course outline, and promotional materials for allied law enforcement agencies to enable them to reproduce and present the Start Smart program independently.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.



- m. Continue to administer the Department's "Right Turn" program for middle school students.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- n. Conduct the Department's annual public affairs conference to maintain effective deployment of resources while administering statewide traffic safety education to the public.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- o. Administer the Department's High School Seat Belt Challenge grant.

During the third quarter of 2008, the California High School Seat Belt Challenge, **impact**, was presented to 29 high schools throughout California with a commitment for 16 programs. Public affairs officers (PAO) continue to make presentations to high school administrators, encouraging them to challenge local schools to improve seat belt use among their student body.

- p. Respond to correspondence from the public to answer questions regarding the Department's operations, and to provide traffic safety education.

Research and Planning Section staff continues to respond to public e-mails regarding traffic safety education and concerns. Additionally, letters of response were prepared to answer a variety of traffic related questions from the public.

- q. Mail letters to drivers who violate California's child passenger safety laws.

Four Spotter letters were sent to individuals who were spotted violating the child passenger safety restraint laws.

- r. Develop public awareness campaigns to combat DUI through the administration of the Designated Driver Program.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- s. Utilize National Highway Transportation Safety Administration and Office of Traffic Safety (OTS) (Section 2010) funds to promote the Department's California Motorcyclist Safety Program (CMSP).

Slight progress was made on the Section 2010 grant, MC0702, Promoting Motorcycle Safety Training. The departmental public relations contractor,



tmdgroup, Inc., met with Planning and Analysis Division (PAD) and Special Projects Section (SPS) on August 8, 2008, to present preliminary CMSP website design ideas and motorcycle safety public service announcement (PSA) storyboards aimed at younger and returning motorcycle riders. Resulting from this presentation, the tmdgroup, Inc. was asked to refine the content of one PSA and also provide a media plan. However, the project was stopped when SPS was directed to suspend all work on the grant in compliance with the Governor's Executive Order freezing all personal services contracts and other specified expenditures due to the lack of a state budget. Although the state budget was passed in late September 2008, the Governor's Executive Order remained in effect during this reporting period. Thus, tmdgroup, Inc. could not resume work on the grant. The Department is currently seeking an exemption to lift the suspension on the public relations contract and, if approved, MC0702 activities are expected to resume in October 2008 for completion by September 30, 2009.

- t. Ensure CMSP operated in an efficient and safe manner by the contractor.

No activity reported this quarter.

- u. Coordinate and administer a Motorcycle Safety Summit.

Special Projects Section has accomplished placement of the May 2008 California Motorcycle Safety Summit Compendium of Ideas Report on the Department's Internet Website. To view the report, go to <http://www.chp.ca.gov/programs/pdf/MotorcycleReport2008.pdf>.

- v. Select seven problematic roadway segments for grant-funded overtime experiencing a high number of injury and fatal collisions.

Special Projects Section will establish nine highway safety corridors to help reduce fatalities along those roadway segments. Five corridors will focus on DUI, two corridors will focus on pedestrian safety, and two corridors will focus on speed as a PCF.

DUI Corridor #1 — The identified DUI corridor(s) are Interstate (I)-5 and I-805 located in San Diego County. The duration of this project is April 1, 2007, through March 31, 2009. The DUI Corridor identified task force (TF) members and has convened for five meetings, most recently on May 14, 2008. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor. The CHP San Diego Area deployed over 3,453 officer overtime hours on both corridor segments during this reporting period. Provisional statistics reported by the CHP San Diego Area indicate one fatality and 17 injured victims attributed to DUI on the corridor, which is a 91 percent decrease for both goals.

DUI Corridor #2 — The identified corridor is State Route (SR)-1 located in Monterey County. The duration of this project is August 1, 2007, through March 31, 2009. The DUI Corridor identified TF members and has convened for four meetings, most recently on June 17, 2008. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor. The CHP Monterey Area deployed over 2,436 officer overtime hours on both corridor segments during this reporting period. Provisional statistics reported by the CHP Monterey Area indicate one fatality and 16 injured victims attributed to DUI on the corridor, which is a 100 percent increase for both goals. Consequently, the traffic safety project was extended to March 31, 2009.

DUI Corridor #3 — The identified corridor is SR-184 located in Kern County. The duration of this project is December 1, 2007, through March 31, 2009. The DUI Corridor identified TF members and has convened for three meetings, most recently on June 24, 2008. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor. The CHP Bakersfield Area deployed over 2,620 officer overtime hours on the corridor segment during this reporting period. Provisional statistics reported by the CHP Bakersfield Area indicate zero fatal and six injury victims attributed to DUI on the corridor, which is a 50 percent decrease in the injured victim goal.

College DUI Corridor #4 — The identified corridor(s) are US-101 and SR-217 located in Santa Barbara County. Both of these roadways are located near the University of California, Santa Barbara (UCSB) campus. The Operations Phase of the project ended on May 31, 2008, and CHP is currently working on the final report. During the Operations Phase, the selected corridors experienced a 40 percent decrease in DUI driver victims, maintenance of DUI fatal passenger victims, and a 50 percent decrease in DUI injured passenger victims when compared to the base year of 2005. The final TF meeting was held on June 4, 2008.

College DUI Corridor #5 — The identified corridor(s) are US-101, SR-255, and SR-299 located in Humboldt County. All of these roadways are located near the Humboldt State University (HSU) campus. From April through June 2008, the corridor experienced a 100 percent increase of DUI driver victims and DUI injured passenger victims; however, no increase in the number of DUI fatal passenger victims. The TF held a conference call on July 15, 2008, and is scheduled to have the next meeting via conference call on October 30, 2008. The peer education coordinator, the student group, and the Humboldt CHP Area PAO have conducted several activities to promote designated driving and anti-DUI traffic-related education and will continue these efforts throughout the Program Operations Phase.

Pedestrian Corridor #6 — The identified corridor is SR-28 located in Placer County (Truckee Area). The corridor is comprised of a 9.25-mile segment of SR-28 between Tahoe City and Kings Beach and experienced a high occurrence of pedestrian-involved fatal and injury collisions in recent years. Enforcement began on April 1, 2008, and will continue through March 31, 2009. The TF members have met twice, where ideas were discussed and implemented to achieve maximum enforcement efforts to reduce pedestrian involved collisions.

Pedestrian Corridor #7 — The identified corridor is Stockton Boulevard and Florin Road, in Sacramento County (South Sacramento Area). The corridor is comprised of 17 miles of county roadway along Florin Road and Stockton Boulevard. The Florin Road segment is bordered by Florin-Perkins Road to the east and by Franklin Boulevard to the west. The Stockton Boulevard segment is bordered by 14th Avenue to the north and by Elsie Road to the south. These county roadways have a high occurrence of pedestrian-involved fatal and injury collisions. Enforcement began on August 1, 2008, and will continue through July 31, 2009. An initial meeting took place on March 14, 2008, to discuss planning and procedures for conducting the corridor grant. The TF met once prior to its Program Operations Phase and met again on August 12, 2008.

Speed Corridor #8 — The identified corridor is comprised of roadway segments on Highway 12 located in CHP Solano, South Sacramento, and Stockton Areas. The corridor roadway segments are in three counties: In Solano County from milepost marker (MPM) 1.81 to 26.40; in Sacramento County from MPM 0.00 to 6.2; and in San Joaquin County from MPM 0.00 to 10.16. The Highway 12 corridor has experienced a high occurrence of speed fatality and injury collisions in recent years. Enforcement began on April 1, 2008, and will continue through March 31, 2009. The TF met three times during its grant Program Operations Phase, most recently on September 16, 2008. Ideas were discussed and implemented to achieve maximum enforcement efforts and support of the public awareness campaign to reduce fatalities and injuries due to speed as a PCF. The CHP Solano, South Sacramento, and Stockton Areas deployed over 861.75 officer overtime hours on the corridor segments during this reporting period. Provisional statistics reported by the CHP Solano, South Sacramento, and Stockton Areas indicate one fatal and nine injured victims attributed to speed on the corridor, which is an 80 percent decrease in fatal victims, and an 88 percent decrease in injured victims.

Speed Corridor #9 — The identified corridor is comprised of three roadway segments in Tuolumne County: SR 120 from MPM 0.00 to 12.08, SR 108 from MPM 0.00 to 2.81 and 0.00 to 36.00, and SR 49 from MPM 12.28 to 16.48, within the CHP Sonora Area. The Sonora corridor has experienced a high occurrence of speed fatality and injury collisions in recent years. Enforcement began on June 1, 2008, and will continue through May 31, 2009. The CHP Sonora Area deployed over 357.5 officer



overtime hours on the corridor segments during this reporting period. Provisional statistics reported by the CHP Sonora Area indicate two fatal and zero injured victims attributed to speed on the corridor, which is a 60 percent decrease in fatal victims, and a 100 percent decrease in the injured victims.

- w. Monitor usage of enhanced enforcement on the seven selected road segment.

Please see response to item v.

- x. Initiate and manage overtime contracts for joint enforcement involving California Highway Patrol (CHP) and allied agencies.

No activity reported this quarter.

- y. Assist in the development of artwork and procurement of materials for public education and awareness campaigns focusing on identified PCFs.

No activity reported this quarter.

- z. In response to officer safety concerns, explore the roadway characteristics of injury collisions where the uniformed CHP employee was parked or standing near the traveled way.

Officer Safety (Roadway Characteristics) — SPS continues to develop a broader research proposal to establish some basic information about the dimensions of the problems and trends over time, as well as establish solutions to reduce the number of officer safety incidents.

Goal: Maximize Service to the Public and Assistance to Allied Agencies.

Strategy #2:

Collaborate with allied agencies and other traffic safety stakeholders to assess community needs.

Action Steps:

- a. Continue oversight of the statewide grants that target DUI, under age drinking, child safety seat violations, as well as, educational efforts in the proper use of occupant restraints in several multi-cultural communities. We partner with many allied agencies and private sectors in our outreach efforts.

Research and Planning Section staff continues oversight of several statewide grants which target DUI, under age drinking, seat belt use, and child passenger safety restraints.



- b. Continue oversight of the Designated Driver, El Protector, Youth Mentoring, and explorer programs. These statewide projects target DUI and mentor youth at a young age. We partner with many allied agencies and private sectors in our outreach efforts.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- c. Publishing of the Zenith, Badges of Honor, and Perspectives magazines to promote morale statewide. The magazines highlight individual and Area office accomplishments. These publications are made available with special requests.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- d. Continue to administer the Translation Services Program through a contracted translation services provider.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- e. Continue to maintain the Redi-Ref to provide a brief synopsis of the California Vehicle Code and other codes related to traffic law enforcement. This publication is used by CHP commands and distributed free of charge to local law enforcement agencies.

During the third quarter, memorandums were sent to headquarters Divisions requesting updated information for the 2009 Redi-Ref.

- f. Continue managing the Department's Pursuit Reporting System (PRS). PRS is an Intranet-based database of pursuit data collected from Areas and Division offices, as well as, all law enforcement agencies. Provide statistical data as requested and compile yearly summary reports of pursuit data.

Research and Planning Section staff continues to monitor the PRS for compliance with reporting requirements and provides monthly reports to the Assistant Commissioner, Field. The CHP 187A, Pursuit Report (Allied Agency), was successfully distributed to allied agencies via Allied Agency Information Bulletin. Agencies that have not transitioned to the new form are notified on a case by case basis. RPS keeps in constant contact with the Data Analysis Unit within Information Management Division to trouble shoot and solve reporting issues.

- g. Enlist allied agency participation via contractual agreements to provide enhanced enforcement on seven selected roadway segments for grant-funded enhanced enforcement.

In response to the Executive Order S-09-08 issued by the Governor on July 31, 2008, the Department in a directive (Comm-Net dated August 1, 2008) fiscal restrictions including suspending purchasing and state contractual agreements related to the following projects. The suspension was rescinded on October 1, 2008.

DUI Corridor #1 — There are six allied agencies participating in this two-year project: Alcoholic Beverage Control (ABC); Chula Vista Police Department (PD); National City PD; San Diego County Probation; San Diego County Sheriff's Department (SD); and San Diego PD.

DUI Corridor #2 — One allied agency, ABC, participates in this one-year project. TF members are comprised of local residents, and representatives from local fire and sheriff's offices. Behaviors negatively impacting the corridor were identified by the Department and TF members: DUI; DUI from farm workers, and community; DUI violations by vacationing patrons; and under-age DUI. The TF representatives from the allied agencies have agreed to collaborate and support the solutions to the behaviors with participation in public awareness and education events.

DUI Corridor #3 — Two contractual agency agreements are pending with ABC-Kern County and Kern County Probation Department and the project was extended to March 31, 2009. TF members are comprised of local residents, representatives from local fire and police departments, and the sheriff's office. Behaviors negatively impacting the corridor were identified by the Department and TF members: DUI; DUI from farm and oil workers, and community; DUI violations by vacationing patrons; and under-age DUI. The TF representatives from the allied agencies have agreed to collaborate and support the solutions to the behaviors with participation in public awareness and education events.

College DUI Corridor #4 — The Operations Phase for UCSB and the CHP Santa Barbara Area office corridor project ended on May 31, 2008. CHP is currently working on developing the final report for submission to Executive Management, as well as OTS. During the course of the project Operations Phase, the number of DUI driver victims decreased in the area by 40 percent. In addition, the number of DUI injured passenger victims decreased by 50 percent.

College DUI Corridor #5 — The final TF meeting for the HSU corridor project is scheduled for October 30, 2008, as the project concludes on October 31, 2008. During the final month of the project, Arcata PD and HSU PD will continue to conduct roving patrol and DUI checkpoints in areas surrounding the HSU campus. CHP is working closely with both

departments to provide a concerted effort to decrease DUI collision victims among college-age students in the Humboldt-Arcata-Eureka area. The HSU Peer Education Program will also continue to provide peer education and educational speakers, as well as facilitate presentations to college and feeder high school students with a focus on the dangers of DUI of alcohol and/or drugs.

Pedestrian Corridor #6 — The CHP Truckee Area has incorporated the assistance of Placer County SD, Department of Transportation (Caltrans), the North Tahoe Business Association, and the North Lake Tahoe Resort Association (NLTRA) to devise strategies to maximize the effectiveness of the grant. These allied agencies have attended TF meetings in which several ideas were discussed and implemented for the beginning of the enforcement phase of the grant. The Placer County SD has also utilized involvement from local middle and high school students for ideas to best reflect the message of pedestrian safety to children and adults from the community. The NLTRA has provided helpful information regarding tourists and their respective impact on traffic safety.

Pedestrian Corridor #7 — The CHP South Sacramento Area has held an initial meeting to begin identifying the constituency of the TF. Since the corridor rests within a multi-cultural area of Sacramento, there was a need for a representative from the local business association to be on the TF. The TF members were identified and the initial meeting was held August 12, 2008. TF members represent the County of Sacramento Supervisors from the First District, Second District, and Fifth District; the County of Sacramento Municipal Services Agency; and the Sacramento City Unified School District. Business partnerships and/or associations have been invited to participate.

- h. Convene task forces that include allied agencies and community stakeholders.

Please see response to item g.

- i. Collaborate with Caltrans or public works departments to identify possible short and long term solutions to identified traffic issues on the seven selected road segments.

Please see response to item g.

- j. Continue to increase allied agency participation in the California Law Enforcement Challenge (CLEC).

The Department honored law enforcement officers for excellence in community traffic safety programs. The awards were presented at the sixth annual CLEC conference in Sacramento. CHP offices and police

departments throughout the state competed against similar-sized departments for the honors.

The top honor, the Commissioner's Award, was presented to the Cal Poly, San Luis Obispo University Police Department and the Bakersfield CHP Area Office for overall excellence in traffic safety programs.

The CLEC awards showcase the best and most innovative programs produced by traffic safety organizations throughout the state. The programs are designed to increase usage of seat belts/child safety seats and curtail impaired driving and speeding. Those are the three primary causes of death on California roadways. The awards were presented at a day-long traffic safety symposium in Sacramento sponsored by the CHP, OTS, and ABC.

- k. Continue to promote the CLEC through presentations at the annual Traffic Safety Summit and the various Division Commanders Conferences.

Please see response to item j.

- l. Coordinate participation for the annual CLEC awards banquet.

Please see response to item j.

- m. Ensure timely submission of the Department's application for the National Law Enforcement Challenge (NLEC).

No activity reported this quarter.

- n. Oversee the California Safety AMBER Network (CCSAN) to assist the public and allied agencies and ensure AMBER Alerts are issued appropriately and effectively in order to preserve the integrity of the program and to safely recover abducted children.

- ✓ Track the number of AMBER Alert requests received.
- ✓ Continually evaluate and implement improved means for distributing AMBER Alerts.
- ✓ Ensure departmental and allied agency CCSAN information is updated and amended as needed, and provide CCSAN training to departmental and allied agency members as warranted.

Due to the recent departmental reorganization responsibility for this item transferred to State Security Division (SSD).

- o. Assist allied agencies (in addition to departmental members) with conducting Counter Terrorism (CT) Watch checks.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

Strategy #3:

Improve the quality and timeliness of reports.

Action Steps:

- a. Conduct weekly staff meetings to discuss upcoming project due dates.

During the quarter, weekly meetings with PAD, RPS, and SPS include a review of the project log and projects due during the week.

- b. Maintain the use of project log folders to track and monitor due dates, and to ensure that supervisors and managers are reviewing and approving completed staff work.

Research and Planning Section staff continues to utilize and monitor the project tracking log/folders. Managers/supervisors routinely review and approve completed staff work.

Special Projects Section supervisors also review ongoing due dates with section staff to ensure projects are on track and to avoid any unnecessary delays.

- c. Maintain the Senior Volunteer Program as means to enhance resources that improve command operations and timeliness of reports.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- d. Weekly review of individual project due dates.

All section staff continues to utilize and monitor the project tracking log/folders. Managers/supervisors routinely review and approve completed staff work.

- e. Weekly review of section due dates and reconciliation with the Planning and Analysis Division project log.

Planning and Analysis Division meets weekly to discuss the projects on the project tracking log for the current week, including due dates.

Goal: Manage traffic and emergency incidents.

Strategy #4

Reduce incident-driven traffic congestion.

Action Steps

- a. Continue to monitor and respond to inquiries regarding the installation of 40 VHS Mobile Video/Audio Recording Systems (MVARs) to Oakland and South Los Angeles Areas. Evaluate the effectiveness of the MVARs units relating to emergency incidents and traffic management.

South Los Angeles and Oakland Areas were contacted and required to report on the MVARs program in their respective Areas. This allowed installation and equipment issues to be addressed. The effectiveness of the MVARs units depends on the proper equipment handling and prompt repair of defective units.

- b. Administer the Department's plan to install 1,600 stand-alone digital mobile video audio recording systems in 1,600 patrol vehicles over two fiscal years.

By September 30, 2008, the MVARs bid was awarded to Watch Guard, but was then protested by Kustom Signal, Inc. There has been no indication from the Department of General Services when the protest will be resolved. RPS has been diligently establishing new Division coordinators, compiling data, and meeting with Assistant Commissioner, Staff, Fleet Operations Section, and PAD in order to prepare for the procurement of the 1,600 units. It has been determined that the MVARs units will be saturated in the field instead of being installed strictly on the fleet operations line. RPS will be preparing an install plan upon the resolution of the bid protest.

- c. Incident Command System (ICS) roles and responsibilities training at the Traffic Management Center and Caltrans' Freeway Operations Academies.

The Freeway Operations and Traffic Management Center Academies have been updated reflecting the communication and coordination between Caltrans and the CHP, specifically in regards to incident management and the 90-minute clearance goal. Caltrans has scheduled a Traffic Operations Academy the week of December 1, 2008. CHP will provide a 45 minute Incident Management presentation on Wednesday, December 3, 2008.

- d. Roles and Responsibility training for Caltrans and CHP personnel involved in MAZEPP/COZEPP operations.

The Transportation Planning Unit and Caltrans have coordinated the COZEPP/MAZEPP joint training, train-the-trainer sessions. The first class is scheduled for October 22, 2008 in Irvine, California and the second will be held in Woodland, California on November 6, 2008.

- e. Assist in supporting Standardized Emergency Management (SEMS)/National Incident Management System (NIMS) training at all levels.

- ✓ Assist in identifying SEMS/NIMS course requirements; develop action plans to provide required courses within applicable time frames, and provide the training as appropriate.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- f. In addition to SEMS/NIMS courses, provide or facilitate other emergency incident and homeland security related training and coordinate departmental participation in emergency incident and homeland security related exercises and drills (such as the Golden Guardian Homeland Security Exercise Series).

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- g. Update and revise departmental emergency response policy.

- ✓ EOS will continue to develop and enhance departmental policies and procedures relative to emergency incident management and homeland security related activities and operations.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

Strategy #5

Maintain high levels of emergency preparedness and effectively utilize the Incident Command System.

Action Steps

- a. Develop a mass evacuation response plan.

- ✓ Assist and provide input for efforts as they relate to The Governor's Office of Emergency Services (OES) statewide regional evacuation planning program.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- b. Manage the Department's homeland security grant program in order to fund equipment purchases and programs that will assist in improving the Department's emergency response capabilities.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- c. Effectively manage the Emergency Notification and Tactical Alert Center (ENTAC)—which acts as the Department's standing Emergency Operations Center (EOC)—to ensure the rapid dissemination of information and notifications in the event of an emergency, and the effective coordination of departmental resources in responding to emergency incidents.

- ✓ Structural/system related projects intended to enhance and improve the EOC environment and its capabilities will be completed.
- ✓ Policies, standard operating procedures, etc., related to ENTAC/EOC functions will be updated.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- e. Ensure that all uniformed personnel receive annual ICS training.

ICS training has been scheduled for the fourth quarter of this year.

Goal: Protect Public and State Assets.

Strategy #6

Maximize arrests for vehicle theft in California and recovery of stolen vehicles.

Action Steps

- a. Encourage all uniformed personnel to work road patrol during all departmental Maximum Enforcement Periods (MEP).

No activity reported this quarter.

- b. Participate in and continue to oversee the Headquarters Security Patrol program, which schedules a uniformed employee to provide security patrol prior to, and after, regular business hours.

During this reporting period, RPS staff worked 26 days for the Headquarters Security Patrol (HSP) program.

- c. 1-800-TELLCHP, which is the publicized number for reporting stolen vehicles. As the Office of Primary Interest for 1-800-TELLCHP, review policy and procedures for GO 100.71, to develop further practical uses.

The performance measure for this goal was to develop a process to track vehicle theft clearance rates in California (the number of in-custody arrests associated with a vehicle theft). The Uniform Crime Report (UCR) is the source presently used to track the clearance rate. Table 7 (below) depicts the number of statewide stolen vehicles for July and August 2008 (September data is not yet available).

Table 7

2008	UCR Stolens	UCR Clearances	Clearance Rate
July	1,020	34	3.3%
August	1,062	31	2.9%

Strategy #7

Reduce the number of crimes on state property.

Action Steps

- a. Participate in the Headquarters Security Patrol program.

During this reporting period, RPS staff worked 26 days for the HSP program.

- b. Computer System Incident Reporting System (CISIRS): ENTAC will continue to receive information technology (IT) security incident and computer crime related notifications from state agencies and, in turn, notify the Department of Finance (DOF) and the Department's Computer Crimes Unit of IT security matters. As part of this responsibility, ENTAC will track and report the number of CISIRS reports completed.

(Note: The CHP is responsible for conducting criminal investigations into state IT intrusions and security breaches and theft of state IT related equipment [e.g., lap top computers]).

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- c. Employee safety briefings at each quarterly staff meeting.

Special Projects Section's quarterly staff meeting was held September 18, 2008. During the meeting, discussions were held concerning a new building update, occupational safety, computer file storage, and employee health. Staff was also updated on Equal Employment Opportunity issues.

Goal: Improve Statewide Fatal Reporting Systems.

Strategy #8

Improve the timeliness and accuracy of fatal collision reporting and submission of CHP 555s.

Action Steps

- a. Analyze 2008 Strategic Plan Statistical Report quarterly.

The Staff Services Manager I (Specialist) reviewed and analyzed the quarterly Strategic Plan Statistical Report and compared the data with Division reports and Statewide Integrated Traffic Records System.

- b. ENTAC will assist during the Maximum Enforcement Periods (MEPs) by acting as the Department's centralized point of contact for receiving and compiling field Division MEP reports. Additionally, ENTAC will coordinate and facilitate the reporting of Combined Accident Reduction Effort (CARE) information.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

CHP Strategic Plan 2008

Planning and Analysis Division Quarterly Report

Quarter Reporting: October – December 2008

Goal:

Prevent the loss of life, injuries, and property damage.

Strategy #1:

Focus on enforcement of primary collision factors (PCF) through visible, proactive patrol utilizing proper deployment of resources, and public education.

Action Steps:

- a. Maintain oversight of driving under the influence (DUI), under age drinking and multi-cultural grants to support field activities directed toward drinking and driving.

Research and Planning Section (RPS) staff continues to provide oversight for several DUI and under age drinking grants and programs.

- b. Assist the field in educating the public through driver's safety pamphlets, brochures, and posters.

Due to the recent departmental reorganization, responsibility for this item transferred to Office of Community Outreach and Recruitment (OCOR).

- c. Seek grant funding for future projects to target under age drinking.

The Teen Choices II grant targeting under age drinking and the Designated Driver II grant began on October 1, 2007. Staff submitted several concepts for the 2009/2010 grant cycle.

- d. Ensure certification, repair, and assignment of lidar/radar units to field commands.

During this reporting period, the following radar activities occurred: International Association of Chiefs of Police (IACP) Radar Recertification Requests were issued to 53 locations containing 115 test authorizations for radar and lidar units with current certifications expiring from January through March 2009. In addition, 161 Area Requests for Service were received and processed, resulting in 171 radar repair orders issued to the field. The out of warranty repair invoices approved during the reporting period totaled \$23,419 and the IACP radar certification invoices approved during the reporting period totaled \$104,010.



- e. Procure and distribute new lidar units to Divisions for assignment to the field.

The procurement and distribution of 485 new lidar units was completed during the third quarter of 2008.

- f. Procure and distribute new radar trailers to Divisions.

The procurement and distribution of 23 new radar/changeable message sign trailers was completed during the third quarter of 2008.

- g. Utilize DUI grant funding to award mini grants to schools participating in the Every 15 Minutes (E15M) Program.

During this reporting period, the start of a new school year, departmental personnel conducted 209 informational presentations (119 E15M programs, 22 Sober Graduation, and 68 other CHP alcohol reduction education programs). In addition, the Department facilitated seven E15M programs, five Sober Graduation events and 48 other CHP alcohol reduction educational programs. Over 23,300 students and nearly 900 faculty members participated in the presentations and programs. There were 49 new inquiries regarding E15M programs and 46 contract requests processed for mini-grants to facilitate programs. The grant coordinator processed eight requests for reimbursement for E15M programs during the 2007/2008 and 2008/2009 school years.

- h. Utilize DUI grant funding for DUI sobriety checkpoints, DUI roving patrols, and DUI saturation operations.

During this reporting period, departmental personnel completed 32 grant-funded sobriety/driver license checkpoints resulting in 15,423 vehicles screened, 80 DUI arrests, and 359 citations issued. Additionally, 13 DUI task force operations were completed, resulting in 85 DUI arrests and 160 citations issued. Finally, 9,760 overtime hours were expended for proactive DUI enforcement patrol resulting in 327 DUI arrests and 1,025 citations issued.

- i. Coordinate the use, repair, and replacement of portable alcohol screening (PAS) devices, as well as, portable evidential breath testing (PEBT) devices in the field.

During this reporting period, the Department continued to utilize PAS and PEBT devices in the field. RPS continued to monitor the 780 new PAS devices deployed last quarter and coordinate warranty-repairs and service as needed. RPS staff also processed 166 repair requests for PAS devices and accessory equipment.



- j. Continue to provide public education, traffic safety presentation, and informational material for child passenger safety. Hold child safety seat check-ups and fitting stations. Continue training and recertification of Child Passenger Safety Technicians. Ensure the Department's child passenger safety coordinator continues to monitor the Occupant Safety Awareness grant to ensure the field is effectively utilizing funds in both education and enforcement.

During the quarter, three child passenger safety (CPS) technician renewal training classes were conducted, where 35 employees and five allied agency personnel regained their status as certified-CPS Technicians. Further, one departmental employee certified as a CPS technician through an allied agency course. Border Division hosted an 8-hour recertification class which is required for technicians to recertify. To that end, 20 CHP technicians re-certified through Safe Kids Worldwide during the quarter. On October 1, 2008, the Statewide Highway Restraint Enforcement Campaign II Grant began. A conference call was conducted October 2, 2008, to discuss the operational plan with Division CPS Coordinators and CHP CPS instructors. A 10-minute educational video is an objective of the new grant, thus a committee was formed and during the quarter three meetings were held to work on writing the script for the video. On October 10, an occupant restraint exhibit booth was displayed at the CHP Retiree's Day at the Academy for CHP Retiree's with questions. In November, the CPS coordinator collaborated with Research and Planning Section staff as well as CHP Academy Graphics Unit staff to develop a 2009 CPS calendar poster and educational bookmarks for dissemination to the public. Additionally, several purchases were made in support of grant objectives. Lastly, seat belt and CPS surveys were conducted statewide in November in support of the aforementioned grant.

- k. Continue to administer the Department's Start Smart program and conduct teen driver safety education classes throughout California to aid newly licensed teen drivers (15–19 years of age) become aware of the responsibilities that accompany a licensed California driver.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- l. Export the CHP's Start Smart Teen Driver Safety Education Program to allied agencies statewide. Provide training, course outline, and promotional materials for allied law enforcement agencies to enable them to reproduce and present the Start Smart program independently.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.



- m. Continue to administer the Department's "Right Turn" program for middle school students.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- n. Conduct the Department's annual public affairs conference to maintain effective deployment of resources while administering statewide traffic safety education to the public.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- o. Administer the Department's High School Seat Belt Challenge grant.

During the fourth quarter of 2008, the California High School Seat Belt Challenge, impact, was presented to 24 high schools throughout California with a commitment for 16 programs. Public affairs officers continue to make presentations to high school administrators, encouraging them to challenge local schools to improve seat belt use among their student body.

- p. Respond to correspondence from the public to answer questions regarding the Department's operations, and to provide traffic safety education.

Research and Planning Section staff continues to respond to public e-mails regarding traffic safety education and concerns. Additionally, letters of response were prepared to answer a variety of traffic related questions from the public.

- q. Mail letters to drivers who violate California's child passenger safety laws.

Five Spotter letters were sent to individuals who were spotted violating the child passenger safety restraint laws.

- r. Develop public awareness campaigns to combat DUI through the administration of the Designated Driver Program.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- s. Utilize National Highway Transportation Safety Administration and Office of Traffic Safety (OTS) (Section 2010) funds to promote the Department's California Motorcyclist Safety Program (CMSP).



During the reporting period, the Section 2010 grant, "Promoting Motorcycle Safety Program," was revised to comply with recommendations made by a panel of motorcycle safety experts, brought together by NHTSA, to assess California's existing motorcycle safety program. Based on their recommendations, responsibility for the CMSP website enhancement was transferred from the Department's public relations contractor, tmdgroup, Inc., to the Department's current CMSP contractor, Motorcycle Safety Foundation (MSF). Additionally, the panel cited the importance of adding a "Share the Road" component into the grant. As a result, the grant now requires the tmdgroup, Inc., to produce printed materials with a "Share the Road" theme. These materials include posters, brochures, bumper stickers, and a folding map indicating CHP field office locations, all California roadways, and "Share the Road" safety tips for both motorcyclists and vehicle drivers.

The major task for the tmdgroup, Inc., is to produce public service announcements (PSA) aimed at younger, older, and returning riders to encourage their participation in the CMSP and thus, saving their lives. Preproduction work on the PSAs was accomplished during this quarter with final delivery expected by February 24, 2009.

- t. Ensure CMSP operated in an efficient and safe manner by the contractor.

No activity reported this quarter.

- u. Coordinate and administer a Motorcycle Safety Summit.

Special Projects Section has accomplished placement of the May 2008 California Motorcycle Safety Summit Compendium of Ideas Report on the Department's Internet Website. To view the report, go to <http://www.chp.ca.gov/programs/pdf/MotorcycleReport2008.pdf>.

- v. Select seven problematic roadway segments for grant-funded overtime experiencing a high number of injury and fatal collisions.

Special Projects Section will establish 14 highway safety corridors to help reduce fatalities along those roadway segments. Seven corridors will focus on DUI, two corridors will focus on pedestrian safety, and five corridors will focus on speed as a PCF.

DUI Corridor #1 — The identified DUI corridor(s) are Interstate (I)-5 and I-805 located in San Diego County. The duration of this project is April 1, 2007, through March 31, 2009. The DUI Corridor identified task force (TF) members and has convened for five meetings. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor. The CHP San Diego Area deployed over 3,453 officer overtime hours on both corridor segments during this reporting period.

Provisional statistics reported by the CHP San Diego Area indicate one fatality and 17 injured victims attributed to DUI on the corridor, which is a 91 percent decrease for both goals.

DUI Corridor #2 — The identified corridor is State Route (SR)-1 located in Monterey County. The duration of this project is August 1, 2007, through March 31, 2009. The DUI Corridor identified TF members and has convened for four meetings. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor. The CHP Monterey Area deployed over 2,436 officer overtime hours on the corridor segments during this reporting period. Provisional statistics reported by the CHP Monterey Area indicate one fatality and 16 injured victims attributed to DUI on the corridor, which is a 78 percent increase for both goals.

DUI Corridor #3 — The identified corridor is SR-184 located in Kern County. The duration of this project is December 1, 2007, through March 31, 2009. The DUI Corridor identified TF members and has convened for three meetings. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor. The CHP Bakersfield Area deployed over 2,620 officer overtime hours on the corridor segment during this reporting period. Provisional statistics reported by the CHP Bakersfield Area indicate zero fatal and six injury victims attributed to DUI on the corridor, which is a 50 percent decrease in the injured victim goal.

College DUI Corridor #4 — The identified corridor(s) are United States (US)-101 and SR-217 located in Santa Barbara County. Both of these roadways are located near the University of California, Santa Barbara (UCSB) campus. The Program Operations Phase of the project ended on May 31, 2008. The CHP is currently working on the final report. During the Program Operations Phase, the selected corridors experienced a 20 percent decrease in DUI driver victims, maintenance of DUI fatal passenger victims, and a 10 percent decrease in DUI injured passenger victims, when compared to the base year of 2005. The final TF meeting was held on June 4, 2008, and the project is currently in its final report phase.

College DUI Corridor #5 — The identified corridor(s) are US-101, SR-255, and SR-299 located in Humboldt County. All of these roadways are located near the Humboldt State University (HSU) campus. From April through June 2008, the corridor experienced a 100 percent increase of DUI driver victims and DUI injured passenger victims; however, no increase in the number of DUI fatal passenger victims. The final TF was held via conference call on October 30, 2008.



College DUI Corridor #6 — The identified corridor consists of a roadway segment surrounding California State University, Los Angeles (Cal State LA). Specifically, the roadway segments include: I-10 from mile post markers (MPM) 19.66 to 28.66 and I-710 from MPM 21.94 to 27.44, within the CHP East Los Angeles Area. The corridor's Program Preparation Phase began on October 1, 2008, and will continue through March 31, 2009. Enforcement will begin on April 1, 2009, and will continue through May 31, 2010. A strategic planning meeting will be held with the Corridor Safety Program Unit (CSPU) and the CHP East Los Angeles Area in January 2009, to discuss the operational plan, and the goals and objectives for the corridor. In addition, the CSPU is working with Cal State LA staff to develop contracts for enhanced enforcement and peer education.

College DUI Corridor #7 — The identified corridor consists of a roadway segment surrounding University of California, San Diego (UCSD). Specifically, the roadway segments include: I-5 from MPM 0 to 30.64; I-805 from MPM 0.149 to 28.874; and I-8 from MPM 0.466 to 9.404, within the CHP San Diego Area. The corridor's Program Preparation Phase begins March 1, 2009, and will continue through May 31, 2009. Enforcement will begin on June 1, 2009, and will continue through July 31, 2010. The CSPU is working with UCSD staff to develop contracts for enhanced enforcement and peer education. In addition, the CSPU submitted a contract request with the San Diego Police Department (PD) for enhanced enforcement on the corridor.

Pedestrian Corridor #8 — The identified corridor is SR-28 located in Placer County (Truckee Area). The corridor is comprised of a 9.25-mile segment of SR-28 between Tahoe City and Kings Beach and indicates a high occurrence of pedestrian-involved fatal and injury collisions in recent years. Enforcement began on April 1, 2008, and will continue through March 31, 2009. The TF members have met twice, where ideas were discussed and implemented to achieve maximum enforcement efforts to reduce pedestrian involved collisions

Pedestrian Corridor #9 — The identified corridor is comprised of 17 miles of county roadway along Florin Road and Stockton Boulevard in Sacramento County (South Sacramento Area). The Florin Road segment is bordered by Florin-Perkins Road to the east and by Franklin Boulevard to the west. The Stockton Boulevard segment is bordered by 14th Avenue to the north and by Elsie Road to the south. These county roadways have a high occurrence of pedestrian-involved fatal and injury collisions. Enforcement began on August 1, 2008, and will continue through July 31, 2009. An initial meeting took place on March 14, 2008, to discuss planning and procedures for conducting the corridor grant. The TF met once prior to its Program Operations Phase and met again on

August 12, 2008. Another TF meeting is scheduled February 3, 2009.

Speed Corridor #10 — The identified corridor is comprised of roadway segments on SR 12 located in CHP Solano, South Sacramento, and Stockton Areas. The corridor roadway segments are in three counties: In Solano County from MPM 1.81 to 26.40; in Sacramento County from MPM 0.00 to 6.2; and in San Joaquin County from MPM 0.00 to 10.16. The Highway 12 corridor has experienced a high occurrence of speed fatality and injury collisions in recent years. Enforcement began on April 1, 2008, and will continue through March 31, 2009. The TF has met four times during its grant Program Operations Phase. The CHP Solano, South Sacramento, and Stockton Areas deployed over 763 officer overtime hours on the corridor segments during this reporting period. Statewide Integrated Traffic Records System (SWITRS) data for the period of April 1, 2008, through April 30, 2008, and provisional statistics compiled by the CHP Solano, Stockton, and South Sacramento Areas from May 1, 2008, through November 30, 2008, indicate two fatal and 11 injured victims attributed to speed on the corridor. This is an 80 percent decrease in fatal victims, and a 92 percent decrease in the injured victim goal.

Speed Corridor #11 — The identified corridor is comprised of three roadway segments in Tuolumne County: SR-120 from MPM 0.00 to 12.08, SR-108 from MPM 0.00 to 2.81 and 0.00 to 36.00, and SR-49 from MPM 12.28 to 16.48, within the CHP Sonora Area. The Sonora corridor has experienced a high occurrence of speed related fatality and injury collisions in recent years. Enforcement began on June 1, 2008, and will continue through May 31, 2009. The CHP Sonora Area deployed over 298.5 officer overtime hours on the corridor segments during this reporting period. Provisional statistics reported by the CHP Sonora Area indicate zero fatalities and 52 injured victims attributed to speed on the corridor. This is a 100 percent decrease in fatal victims, and a 24 percent decrease in the injured victim goal.

Speed Corridor #12 — The identified corridor consists of a roadway segment in Kern County: SR-119 from MPM 1.07 to 19.8, within the CHP Buttonwillow Area. The Buttonwillow corridor has experienced a high occurrence of speed fatality and injury collisions in recent years. The corridor's Program Preparation Phase started October 1, 2008, and continues through March 31, 2009. Enforcement will begin on April 1, 2009, and will continue through March 31, 2010.

Speed Corridor #13 — The identified corridor consists of a roadway segment in San Bernardino County: I-15 from MPM 0.0 to 12.83, within the CHP Rancho Cucamonga Area. The Rancho Cucamonga corridor has experienced a high occurrence of speed fatality and injury collisions in



recent years. The corridor's Program Preparation Phase will start on March 1, 2009, and continue through May 31, 2009. Enforcement will begin on June 1, 2009, and will continue through May 31, 2010. The CSPU and the CHP Rancho Cucamonga staff scheduled the corridor's strategic planning meeting on March 11, 2009, to discuss the operational plan, and goals and objectives for the corridor.

Speed Corridor #14 — The identified corridor consists of a roadway segment in Nevada County: SR-49 from MPM 0.00 to 13.06, within the CHP Grass Valley Area. The Grass Valley corridor has experienced a high occurrence of speed fatality and injury collisions in recent years. The corridor's Program Preparation Phase will start on May 1, 2009, and continue through July 31, 2009. Enforcement will begin on August 1, 2009, and will continue through July 31, 2010. The CSPU and the CHP Grass Valley staff will schedule the corridor's strategic planning meeting in late May to early June 2009, to discuss the operational plan, and goals and objectives for the corridor.

- w. Monitor usage of enhanced enforcement on the seven selected road segments.

Please see response to item v.

- x. Initiate and manage overtime contracts for joint enforcement involving California Highway Patrol (CHP) and allied agencies.

No activity reported this quarter.

- y. Assist in the development of artwork and procurement of materials for public education and awareness campaigns focusing on identified PCFs.

No activity reported this quarter.

- z. In response to officer safety concerns, explore the roadway characteristics of injury collisions where the uniformed CHP employee was parked or standing near the traveled roadway.

Officer Safety (Roadway Characteristics) — Officer safety was incorporated into a video completed this quarter for IACP. Although the primary purpose of the "Savings Lives, One Stop At A Time" video is to encourage officers to make more enforcement contacts, a strong officer safety message was provided by including CHP Officer Mike Rimmel's story of recovering from injuries inflicted by an errant motorist.

Goal: Maximize Service to the Public and Assistance to Allied Agencies.



Strategy #2:

Collaborate with allied agencies and other traffic safety stakeholders to assess community needs.

Action Steps:

- a. Continue oversight of the statewide grants that target DUI, under age drinking, child safety seat violations, as well as, educational efforts in the proper use of occupant restraints in several multi-cultural communities. We partner with many allied agencies and private sectors in our outreach efforts.

Research and Planning Section staff continues oversight of several statewide grants which target DUI, under age drinking, seat belt use, and child passenger safety restraints.

- b. Continue oversight of the Designated Driver, El Protector, Youth Mentoring, and explorer programs. These statewide projects target DUI and mentor youth at a young age. We partner with many allied agencies and private sectors in our outreach efforts.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- c. Publishing of the Zenith, Badges of Honor, and Perspectives magazines to promote morale statewide. The magazines highlight individual and Area office accomplishments. These publications are made available with special requests.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- d. Continue to administer the Translation Services Program through a contracted translation services provider.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

- e. Continue to maintain the Redi-Ref to provide a brief synopsis of the California Vehicle Code and other codes related to traffic law enforcement. This publication is used by CHP commands and distributed free of charge to local law enforcement agencies.

During the fourth quarter, the Judicial Council of California adopted the 2009 Uniform Traffic Bail and Penalty Schedule. A significant change reflected in the 2009 revision of the Redi-Ref is the court's analysis that all

registration, driver license, and equipment offenses enumerated by Section 40303.5 of the Vehicle Code are potentially eligible for correction as determined by the officer. The updated Redi-Ref is currently awaiting review and approval.

- f. Continue managing the Department's Pursuit Reporting System (PRS). PRS is an Intranet-based database of pursuit data collected from Areas and Division offices, as well as, all law enforcement agencies. Provide statistical data as requested and compile yearly summary reports of pursuit data.

RPS staff continues to monitor the PRS for compliance with reporting requirements and provides monthly reports to the Assistant Commissioner, Field. Allied Agency reporting is monitored through the Data Analysis Unit and Department correspondence.

In order to ensure the timely submission and review of CHP pursuits, Division coordinators are contacted on a regular basis. Monthly reports and audits identify reporting problems and ensure proper reporting procedures are adhered to. Strict deadlines were established for end of the year reporting to ensure adequate data is available for the 2009 Legislative report.

- g. Enlist allied agency participation via contractual agreements to provide enhanced enforcement on seven selected roadway segments for grant-funded enhanced enforcement.

In response to Executive Order S-09-08 issued by the Governor on July 31, 2008, the Department directed (Comm-Net dated August 1, 2008) fiscal restrictions including suspending purchasing and state contractual agreements related to the following projects. The suspension was rescinded on October 1, 2008.

DUI Corridor #1 — There are six allied agencies participating in this two-year project: Alcoholic Beverage Control (ABC); Chula Vista Police Department (PD); National City PD; San Diego County Probation; San Diego County Sheriff's Department (SD); and San Diego PD.

DUI Corridor #2 — One allied agency, ABC, participates in this one-year project. TF members are comprised of local residents, and representatives from local fire and sheriff's offices. Behaviors negatively impacting the corridor were identified by the Department and TF members: DUI; DUI from farm workers, and community; DUI violations by vacationing patrons; and under-age DUI. The TF representatives from the allied agencies have agreed to collaborate and support the solutions to the behaviors with participation in public awareness and education events.

DUI Corridor #3 — Two contractual agency agreements are pending with ABC-Kern County and Kern County Probation Department and the project was extended to March 31, 2009. TF members are comprised of local residents, representatives from local fire and police departments, and the sheriff's office. Behaviors negatively impacting the corridor were identified by the Department and TF members: DUI; DUI from farm and oil workers, and community; DUI violations by vacationing patrons; and under-age DUI. The TF representatives from the allied agencies have agreed to collaborate and support the solutions to the behaviors with participation in public awareness and education events.

College DUI Corridor #4 — The Operations Phase for UCSB and the CHP Santa Barbara Area office corridor project ended on May 31, 2008. CHP is currently working on developing the final report for submission to Executive Management, as well as OTS. During the course of the project Operations Phase, the number of DUI driver victims decreased in the area by 40 percent. In addition, the number of DUI injured passenger victims decreased by 50 percent.

College DUI Corridor #5 — The final TF meeting for the HSU corridor project is scheduled for October 30, 2008, as the project concludes on October 31, 2008. During the final month of the project, Arcata PD and HSU PD will continue to conduct roving patrol and DUI checkpoints in areas surrounding the HSU campus. CHP is working closely with both departments to provide a concerted effort to decrease DUI collision victims among college-age students in the Humboldt-Arcata-Eureka area. The HSU Peer Education Program will also continue to provide peer education and educational speakers, as well as facilitate presentations to college and feeder high school students with a focus on the dangers of DUI of alcohol and/or drugs.

College DUI Corridor #6 — The identified corridor consists of a roadway segment surrounding Cal State LA. Specifically, the roadway segments include: I-10 between MPM 19.66 to 28.66 and I-710 between MPM 21.94 to 27.44, within the CHP East Los Angeles Area. The Program Operations Phase will begin on April 1, 2009, and will continue through May 31, 2010. CSPU staff is working with Cal State LA and Cal State LA PD to develop contracts for peer education and enhanced enforcement.

College DUI Corridor #7 — The identified corridor consists of a roadway segment surrounding UCSD. Specifically, the roadways segments include: I-5 between MPM 0 to 30.64; I-805 between MPM 0.149 to 28.874; and I-8 between MPM 0.466 to 9.404, within the CHP San Diego Area. The Program Operations Phase will begin on June 1, 2009, and will continue through July 31, 2010. The CSPU is working with UCSD and

UCSD PD to develop contracts for peer education and enhanced enforcement. In addition, the CSPU submitted a contract request with the San Diego Police Department for enhanced enforcement on the corridor.

Pedestrian Corridor #6 — The CHP Truckee Area has incorporated the assistance of Placer County SD, Department of Transportation (Caltrans), the North Tahoe Business Association, and the North Lake Tahoe Resort Association (NLTRA) to devise strategies to maximize the effectiveness of the grant. These allied agencies have attended TF meetings in which several ideas were discussed and implemented for the beginning of the enforcement phase of the grant. The Placer County SD has also utilized involvement from local middle and high school students for ideas to best reflect the message of pedestrian safety to children and adults from the community. The NLTRA has provided helpful information regarding tourists and their respective impact on traffic safety.

Pedestrian Corridor #7 — The CHP South Sacramento Area has held an initial meeting to begin identifying the constituency of the TF. Since the corridor rests within a multi-cultural area of Sacramento, there was a need for a representative from the local business association to be on the TF. The TF members were identified and the initial meeting was held August 12, 2008. TF members represent the County of Sacramento Supervisors from the First District, Second District, and Fifth District; the County of Sacramento Municipal Services Agency; and the Sacramento City Unified School District. Business partnerships and/or associations have been invited to participate.

Pedestrian Corridor #8 — The CHP Truckee Area incorporated the assistance of Placer County SD, Caltrans, the North Tahoe Business Association, and NLTRA to devise strategies to maximize the effectiveness of the grant. These allied agencies have attended TF meetings in which several ideas were discussed and implemented for the

beginning of the enforcement phase of the grant. The Placer County SD has utilized involvement from local middle and high school students for ideas to best reflect the message of pedestrian safety to children and adults from the community. The NLTRA has provided helpful information regarding tourists and their respective impact on traffic safety.

Pedestrian Corridor #9 — The CHP South Sacramento Area has held an initial meeting to begin identifying the constituency of the TF. It was discussed in the meeting the corridor rests within a multi-cultural area of Sacramento and there was a need for a representative from the local business association to be on the TF. The TF members were identified and the initial meeting was held August 12, 2008. TF members represent the County of Sacramento Supervisors from the First, Second, and Fifth Districts; the County of Sacramento Municipal Services Agency; and the

Sacramento City Unified School District. Business partnerships and/or associations have been invited to participate. The next TF meeting is scheduled February 3, 2009.

- h. Convene task forces that include allied agencies and community stakeholders.

Please see response to item g.

- i. Collaborate with Caltrans or public works departments to identify possible short and long term solutions to identified traffic issues on the seven selected road segments.

Please see response to item g.

- j. Continue to increase allied agency participation in the California Law Enforcement Challenge (CLEC).

The Commissioner's Support Unit (CSU) attended two conferences and displayed the CLEC booth. The CSU encouraged new entries and disseminated information to recruit more allied agencies to participate in the CLEC. The CSU attended COPS West in October 2008 and the IACP Conference in November 2008. The CSU also assisted with the National Law Enforcement Challenge Booth.

- k. Continue to promote the CLEC through presentations at the annual Traffic Safety Summit and the various Division Commanders Conferences.

The CSU conducted two presentations at Division Area Commander's Conferences during the quarter. Additionally, the CSU conducted five CLEC "How-To" seminars to allied agencies and CHP Areas during the

quarter. Finally, the CSU conducted one CLEC Commercial meeting to establish better criteria for commercial inspection facilities in completing their CLEC submissions

- l. Coordinate participation for the annual CLEC awards banquet.

Please see response to item j.

- m. Ensure timely submission of the Department's application for the National Law Enforcement Challenge (NLEC).

No activity reported this quarter.

- n. Oversee the California Safety AMBER Network (CCSAN) to assist the public and allied agencies and ensure AMBER Alerts are issued appropriately and effectively in order to preserve the integrity of the program and to safely recover abducted children.
- ✓ Track the number of AMBER Alert requests received.
 - ✓ Continually evaluate and implement improved means for distributing AMBER Alerts.
 - ✓ Ensure departmental and allied agency CCSAN information is updated and amended as needed, and provide CCSAN training to departmental and allied agency members as warranted.

Due to the recent departmental reorganization responsibility for this item transferred to State Security Division (SSD).

- o. Assist allied agencies (in addition to departmental members) with conducting Counter Terrorism (CT) Watch checks.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

Strategy #3:

Improve the quality and timeliness of reports.

Action Steps:

- a. Conduct weekly staff meetings to discuss upcoming project due dates.

During the quarter, weekly meetings with PAD, RPS, and SPS include a review of the project log and projects due during the week.

- b. Maintain the use of project log folders to track and monitor due dates, and to ensure that supervisors and managers are reviewing and approving completed staff work.

Research and Planning Section staff continues to utilize and monitor the project tracking log/folders. Managers/supervisors routinely review and approve completed staff work.

Special Projects Section supervisors also review ongoing due dates with section staff to ensure projects are on track and to avoid any unnecessary delays.

- c. Maintain the Senior Volunteer Program as means to enhance resources that improve command operations and timeliness of reports.

Due to the recent departmental reorganization responsibility for this item transferred to OCOR.

d. **Weekly review of individual project due dates.**

All section staff continues to utilize and monitor the project tracking log/folders. Managers/supervisors routinely review and approve completed staff work.

e. **Weekly review of section due dates and reconciliation with the Planning and Analysis Division project log.**

Planning and Analysis Division meets weekly to discuss the projects on the project tracking log for the current week, including due dates.

Goal: Manage traffic and emergency incidents.

Strategy #4

Reduce incident-driven traffic congestion.

Action Steps

- a. Continue to monitor and respond to inquiries regarding the installation of 40 VHS Mobile Video/Audio Recording Systems (MVARs) to Oakland and South Los Angeles Areas. Evaluate the effectiveness of the MVARs units relating to emergency incidents and traffic management.

South Los Angeles and Oakland Areas have been contacted and required to report on the MVARs program in their respective areas. This allowed installation and equipment issues to be addressed. This information has also been useful in addressing policy changes related to the storage and chain of custody issues related to in car camera media. RPS compiled a database of the most common equipment problems, based on correspondence compiled between RPS and South LA/Oakland areas. This will be helpful in determining the most effective way to address repair issues in the future.

- b. Administer the Department's plan to install 1,600 stand-alone digital mobile video audio recording systems in 1,600 patrol vehicles over two fiscal years.

The MVARs bid remains under protest, and there has been no indication from the Department of General Services when the protest will be resolved. RPS has been diligent in compiling data, and meeting with Internal Affairs and Information Management Division to prepare for DVD media storage and evidence requirements. With the help of Field Support Section, an installation plan was partially developed. However, the plan cannot be completed until the bid protest is resolved

- c. Incident Command System (ICS) roles and responsibilities training at the Traffic Management Center and Caltrans' Freeway Operations Academies.

The Freeway Operations and Traffic Management Center Academies have been updated reflecting the communication and coordination between Caltrans and the CHP, specifically in regards to incident management and the 90-minute clearance goal.

- d. Roles and Responsibility training for Caltrans and CHP personnel involved in MAZEPP/COZEPP operations.

The Transportation Planning Unit (TPU) and Caltrans coordinated the Construction Zone Enhanced Enforcement Program (COZEPP) / Maintenance Zone Enhanced Enforcement Program (MAZEPP) joint training, train-the-trainer sessions. The joint training classes were held as scheduled with a total of 55 Caltrans employees (construction and maintenance) and 28 CHP employees in attendance. Trainers have begun scheduling classes in 2009 before the spring construction season begins. The CHP is expected to have training complete no later than May 1, 2009. Additionally, the MAZEPP and COZEPP contracts are currently being negotiated. These reimbursable services contracts total more than \$106.4 million.

- e. Assist in supporting Standardized Emergency Management (SEMS)/National Incident Management System (NIMS) training at all levels.

- ✓ Assist in identifying SEMS/NIMS course requirements; develop action plans to provide required courses within applicable time frames, and provide the training as appropriate.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- f. In addition to SEMS/NIMS courses, provide or facilitate other emergency incident and homeland security related training and coordinate departmental participation in emergency incident and homeland security related exercises and drills (such as the Golden Guardian Homeland Security Exercise Series).

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- g. Update and revise departmental emergency response policy.

- ✓ EOS will continue to develop and enhance departmental policies and procedures relative to emergency incident management and homeland security related activities and operations.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

Strategy #5

Maintain high levels of emergency preparedness and effectively utilize the Incident Command System.

Action Steps

- a. Develop a mass evacuation response plan.

- ✓ Assist and provide input for efforts as they relate to The Governor's Office of Emergency Services (OES) statewide regional evacuation planning program.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- b. Manage the Department's homeland security grant program in order to fund equipment purchases and programs that will assist in improving the Department's emergency response capabilities.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- c. Effectively manage the Emergency Notification and Tactical Alert Center (ENTAC)—which acts as the Department's standing Emergency Operations Center (EOC)—to ensure the rapid dissemination of information and notifications in the event of an emergency, and the effective coordination of departmental resources in responding to emergency incidents.

- ✓ Structural/system related projects intended to enhance and improve the EOC environment and its capabilities will be completed.

- ✓ Policies, standard operating procedures, etc., related to ENTAC/EOC functions will be updated.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- e. Ensure that all uniformed personnel receive annual ICS training.

ICS training has been scheduled for the fourth quarter of this year.

Goal: Protect Public and State Assets.

Strategy #6

Maximize arrests for vehicle theft in California and recovery of stolen vehicles.

Action Steps

- a. Encourage all uniformed personnel to work road patrol during all departmental Maximum Enforcement Periods (MEP).

No activity reported this quarter.

- b. Participate in and continue to oversee the Headquarters Security Patrol program, which schedules a uniformed employee to provide security patrol prior to, and after, regular business hours.

During this reporting period, RPS staff worked 27 days for the Headquarters Security Patrol (HSP) program.

- c. 1-800-TELLCHP, which is the publicized number for reporting stolen vehicles. As the Office of Primary Interest for 1-800-TELLCHP, review policy and procedures for GO 100.71, to develop further practical uses.

The performance measure for this goal was to develop a process to track vehicle theft clearance rates in California (the number of in-custody arrests associated with a vehicle theft). The Uniform Crime Report (UCR) is the source presently used to track the clearance rate. Table 7 (below) depicts the number of statewide stolen vehicles for fourth quarter of 2008.

Table 7

2008	UCR Stolens	UCR Clearances	Clearance Rate
October	961	25	2.6%
November	962	13	1.4%
December	921	11	1.2%
4 th Quarter Total	2,844	49	1.7%

Strategy #7

Reduce the number of crimes on state property.

Action Steps

- a. Participate in the Headquarters Security Patrol program.

During this reporting period, RPS staff worked 27 days for the HSP program.

- b. Computer System Incident Reporting System (CISIRS): ENTAC will continue to receive information technology (IT) security incident and computer crime related notifications from state agencies and, in turn, notify the Department of Finance (DOF) and the Department's Computer Crimes Unit of IT security matters. As part of this responsibility, ENTAC will track and report the number of CISIRS reports completed.

(Note: The CHP is responsible for conducting criminal investigations into state IT intrusions and security breaches and theft of state IT related equipment [e.g., lap top computers]).

Due to the recent departmental reorganization responsibility for this item transferred to SSD.

- c. Employee safety briefings at each quarterly staff meeting.

Special Projects Section's quarterly staff meeting was held December 10, 2008. During the meeting, discussions were held concerning a new building update, occupational safety, computer file storage, and employee health. Staff was also updated on Equal Employment Opportunity issues.

Goal: Improve Statewide Fatal Reporting Systems.

Strategy #8

Improve the timeliness and accuracy of fatal collision reporting and submission of CHP 555s.

Action Steps

- a. Analyze 2008 Strategic Plan Statistical Report quarterly.

The Staff Services Manager I (Specialist) reviewed and analyzed the quarterly Strategic Plan Statistical Report and compared the data with Division reports and Statewide Integrated Traffic Records System.

- b. ENTAC will assist during the Maximum Enforcement Periods (MEPs) by acting as the Department's centralized point of contact for receiving and compiling field Division MEP reports. Additionally, ENTAC will coordinate and facilitate the reporting of Combined Accident Reduction Effort (CARE) information.

Due to the recent departmental reorganization responsibility for this item transferred to SSD.